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Phalguna 10, 1882 (Saka)

LOK SABHA DEBATES

(Thirteenth Session)

सत्यमेव जयते

(Vol. LI contains Nos. 11 - 20)

LOK SABHA SECRETARIAT
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LOK SABHA

Wednesday, March 1, 1961/
Phalguna 10, 1882 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

भारत-पाक रेल सेवा

+

*४२६. श्री प्रकाशवीर शास्त्री :
श्री म० ला० द्विवेदी :
श्री रामेश्वर टांटिया :
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श्री प्र० चं० बरुआ :
श्री ब० ला० कुरील :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत से होकर पूर्व और पश्चिम पाकिस्तान के बीच चलायी जाने वाली प्रस्तावित रेल गाड़ियों के सम्बन्ध में कोई निर्णय किया गया है ;

(ख) यदि हां, तो इस सम्बन्ध में किये गये समझौते की शर्तें क्या हैं ;

(ग) यदि उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो इसके क्या कारण हैं ; और

(घ) इस सम्बन्ध में कब तक अन्तिम निर्णय हो जाने की संभावना है ?

रेलवे उपमंत्री (श्री साहनवाज खां) : (क) और (ख). अभी तक कोई अन्तिम फैसला नहीं किया गया है ।

(ग) और (घ). एक देश से दूसरे देश में होकर सिविलियन ट्रेफिक जिसमें मुसाफिर, पार्सल और सामान शामिल हैं को एक क्षेत्र से उसी क्षेत्र के दूसरे क्षेत्र में आने जाने की सुविधायें देने के सवाल पर बात-चीत करने के लिये पाकिस्तान और भारत के शिष्ट-मण्डल (Delegations) दिल्ली और रावलपिंडी में मिले । जिन मदों पर शिष्टमंडल एक राय थे, उन पर भारत सरकार अभी विचार कर रही है । अभी यह नहीं कहा जा सकता कि आखिरी फैसला कब तक होगा ।

श्री प्रकाशवीर शास्त्री: अभी माननीय उपमंत्री जी ने कहा कि अभी तक कोई अन्तिम फैसला इस पर नहीं हो सका है । मैं जानना चाहता हूं कि बीच में ऐसी कौन सी बाधायें हैं जिनके कारण अभी तक अन्तिम फैसला नहीं हो सका है ?

श्री साहनवाज खां : कुछ मामलात ऐसे होते हैं कि जिनके सब पहलुओं के ऊपर गवर्नमेंट को गौर करना होता है । उनके मुख्तलिफ पहलुओं पर गवर्नमेंट [illegible] रही है ।

श्री प्रकाशवीर शास्त्री : क्या मैं जान सकता हूं कि पाकिस्तान की ओर से इस रेल मार्ग को देने के लिये क्या कुछ शर्तें पेश की गई हैं और अगर की गई हैं तो भारत सरकार उनसे कहां तक सहमत है ?

श्री शाहनवाज खां : उसके बारे में कुछ कहना अभी किल्ल-अज्ज-वक्त होगा ।

श्री अ० मु० तारिक : अभी नायब वजीर साहब ने फरमाया है कि बहुत से पहलू ऐसे हैं जिन पर गौर किया जा चुका है और बहुत से ऐसे हैं जिन पर गौर हो रहा है । क्या मैं जान सकता हूं कि वे कौन से पहलू हैं जिन पर गौर हो चुका है और कौन से पहलू ऐसे हैं जो अभी तक जेरे-गौर हैं ?

[अभी नायब वजीर साहब ने फरमाया है कि बहुत से पहलू ऐसे हैं जिन पर गौर किया जा चुका है और बहुत से ऐसे हैं जिन पर गौर हो रहा है - क्या मैं जान सकता हूं कि वे कौन से पहलू हैं जिन पर गौर हो चुका है और कौन से पहलू ऐसे हैं जो अभी तक जेरे-गौर हैं -]

श्री शाहनवाज खां: जब तक गवर्नमेंट किसी फैसले पर नहीं पहुंचती और जब तक दोनों मुमालिक के बीच कोई फैसला नहीं हो जाता है, उसकी तफसील देना मुनासिब नहीं होगा ।

श्री अ० ला० त्रिवेदी : मैं जानना चाहता हूं कि इस समझौते के फलस्वरूप असम रेललिंक जो भारत सरकार ने बनाई थी, उस पर क्या असर पड़ेगा और इस समझौते के फलस्वरूप सरकार को किन आर्थिक पहलुओं पर विचार करने की आवश्यकता पड़ेगी और इसमें कितना नुकसान होगा या कितना खर्च होगा ?

रेलवे मंत्री (श्री जगजीवन राम) : इस सवाल का जवाब देने में जो चीजें विस्तार की हैं, उन पर कुछ प्रकाश डालना पड़ेगा । जैसा डिप्टी मिनिस्टर साहब ने बताया अभी मुनासिब नहीं होगा विस्तार से कुछ कहना इस मामले में ।

श्री अ० ला० त्रिवेदी: असम रेल लिंक के बारे में भी कुछ नहीं बता सकते हैं ?

अध्यक्ष महोदय: श्री रामेश्वर टांटिया ।

Shri Rameshwar Tantia: May I know whether Pakistan will also allow trains to be run between West Bengal and Assam?

Shri Shahnawaz Khan: That is the idea; that is the very basis of agreement.

Shrimati Ila Palchoudhuri: May I know whether there has been some objection to this from West Bengal and also whether it has been felt that more advantage will accrue to Pakistan from this rail link?

श्री जगजीवन राम : इस मसले पर वेस्ट बंगाल की सरकार से भी सलाह मश्विरा किया जायेगा । जब अन्तिम फैसला होगा तो उसकी राय लेकर के ही होगा और उनकी राय को नजर में रख कर ही किया जायेगा ।

Shri Tyagi: Would it be possible for Government to take the standing advisory committee of the Ministry into confidence before they finalise this?

Shri Jagjivan Ram: If necessary, that also will be kept in view.

Shri Kamalnayan Bajaj: May I know whether while arriving at this agreement, this factor also would be taken into consideration, namely that in respect of the passengers who will be going either from India to Pakistan or *vice versa* crossing the other country, the customs and the pass-port restrictions may be relaxed so that the difficulties which are experienced normally may not be there?

Shri Jagjivan Ram: That will be one of the very important factors to be taken into consideration.

Shri Hem Barua: May I know whether it is a fact that the understanding arrived a at Rawalpindi between Pakistan and India is not in the form of an agreement, and if so, whether when the agreement is arrived at, Government propose to take political factors into consideration or not?

Shri Jagjivan Ram: Certainly, all aspects and all factors will be taken into consideration.

Shri S. M. Banerjee: May I know the specific objections raised by the West Bengal Government, and whether those objections have been taken into consideration, and if so, the final decision taken?

Shri Jagjivan Ram: As I have already stated. A copy of the proposals has been sent to the West Bengal Government...

Shri S. M. Banerjee: My question is different. I want to know what the specific objections are?

Mr. Speaker: He wants to know what the objections are and how they have been met.

Shri Jagjivan Ram: I would say this that in this matter when the final decision will be taken, the opinion, objection, or acceptance of the West Bengal whatever it may be, will be fully taken into consideration.

Shri Bimal Ghose: The question is whether the West Bengal Government have expressed an opinion in the matter, as has been reported in the papers.

Shri Jagjivan Ram: We are in consultation with the West Bengal Government.

Shri Ranga: It is a specific question which has been asked, and it is not being answered.

Mr. Speaker: I would not insist upon his answering this question. It is clear from the hon. Minister's answers given once, twice and thrice, that the matter is under consideration between himself and the West Bengal Government. There may be some proposals. To ask Government to immediately give them out and thus fixing them to a particular course would make it impossible, for them to proceed; the people may rise in revolt. Now, all hon. Members here are interested in seeing that there is no such thing. Possibly, they may have different views, that there ought not to be a rail link and so on; that is another matter. But, immediately exposing Government to this kind of thing is not proper.

Shri S. M. Banerjee: It is not a question of exposing.

Mr. Speaker: I am not going to allow the correspondence to be disclosed until the final stage has come up.

Shri S. M. Banerjee: I only want to know what the objections are.

Mr. Speaker: It may be by correspondence or orally or otherwise by a talk between this Government and the other, but still it is in the process of negotiation. There may be objections. Ultimately when the matter is decided upon, we shall take it up. If we pursue it during the course of the negotiations, Parliament will be taking up the responsibility of the executive, and the executive will become a cipher. I am not going to allow this.

Shri Vajpayee: Are we to understand that Government have in principle agreed to a direct rail link between the two parts of Pakistan, and if so, is it open to Government to revise this decision after considering all the objections raised by the concerned parties?

Shri Jagjivan Ram: The hon. Member presumes too much. As I have said, the final decision of Government

on this has not been taken as yet, and all aspects will be kept in view while arriving at the final decision.

Some Hon. Members *rose*—

Mr. Speaker: Order, order. The hon. Member divides his question into two parts. One is whether a decision has been taken that the two parts should be connected by a rail link. The other is, if so, how the details are to be worked out. The hon. Member only wants to know whether a decision has been taken or it is still in an incohate stage.

Shri Jagjivan Ram: I shall divide the reply into two parts. The delegations of the two Governments met to negotiate, as has been stated, on the question of having a direct link between the two countries, from one part of one country to the other part of that country and passing through the other country. This was the negotiation held between the officials of the two Governments. They reached certain agreement. That agreement does not become the decision of the Government unless it is ratified by the two Governments. So far as Government are concerned, Government have not taken any final decision on any part of the agreement.

Shri Ram Krishan Gupta: The hon. Minister has just stated that understanding was reached on some points. May I know the points on which both the delegations agreed?

Shri Jagjivan Ram: That will again be discussing the entire agreement, which I am not prepared to do at this stage.

Shri Ajit Singh Sarhadi: May I know if the recommendations of the officials envisage that the carriages would be only Indian and not Pakistani and our railway lines will not be used by the Pakistani rolling stock?

Mr. Speaker: It is still under consideration.

Shri Jagjivan Ram: The crew that will run the trains in our country will naturally be Indians.

Mr. Speaker: These things come up often. I would like to place this matter before the Business Advisory Committee. I will also invite the opinion of the hon. Ministers. There are certain important matters on which before a decision is taken by Government, hon. Members would like to give their suggestions. They have their apprehensions, and they have suggestions to make. Am I to allow a discussion before the matter is settled or after the matter is settled and concluded? In between, I do not know what is the kind of procedure that I should adopt.

An Hon. Member: Keep quiet.

Mr. Speaker: Very well. I will be happy.

These questions are coming up. Therefore, whenever such matters are under consideration, it is open to all hon. Members to write to the Ministers giving all kinds of suggestions which will be taken into consideration at a particular stage. Then if it is possible for Government and they want that instead of bringing up a matter for a *post-facto* discussion, the House should be consulted in respect of a matter on which they want to come to a conclusion, at that stage it is left to them to decide whether they should place it before the House and obtain the views of Members thereon, so that they may come to a conclusion without saying what their views are. These are all the ways in which I am thinking, because on such questions I cannot force Government to give out an answer as Government are still negotiating, but after the negotiations are concluded it is a settled fact; what can be done? So I would request hon. Ministers themselves to advise me as to what I should do.

Shri Hem Barua: On a point of order. . .

Shri Jagjivan Ram: You have yourself to consider this matter. I am not speaking exclusively about this agreement only. But Government have to enter into many agreements and treaties with different countries, and perhaps it may not be advisable to divulge the terms of the treaty or agreement at any stage before it has been finalised. It is for your consideration.

Mr. Speaker: I am not going into those things. Even if I allow a discussion at this stage, I am not insisting upon Government coming forward with their own views. We should give an opportunity to this House to say what it has to say.

Shri Braj Raj Singh: There is a widespread feeling over the whole country on this matter. So it is better for Government to take the opinion of the House before they come to a decision.

Mr. Speaker: In view of the attitude of Pakistan which has been exhibited in various ways, there is a natural apprehension that this rail link may be taken advantage of by them—we will be giving more facilities to them—to cause us injury from time to time. That is a reasonable apprehension. On the other hand, Government have their own reasons to decide at what stage this matter should come up before Parliament. I am conviced that I shall allow at some stage or other this matter to be discussed, because this is a matter concerning the two States. Particularly having regard to the relations between each other, I would like this House to express its opinion, but at this stage when we are still negotiating, I do not want to commit Government to any particular course. But may I not allow an opportunity to hon. Members to express their views, whatever they may be? In respect of the Plan, we appointed some Committees. Likewise, I would like some method to be evolved whereby this can be done.

Shri Jagjivan Ram: In that case, of course Government are always prepared to respect whatever views Members have. As you have suggested, Members may write to me giving their views or suggestions. But again, the difficulty comes—it is for your consideration—that details of the proposals may have to be placed before the House. That is my difficulty. I will seek your guidance in this matter.

Mr. Speaker: Let this stand over.

Shri Tyagi: In the background of our present relations with the neighbouring country, Pakistan, is it not the intention of Government to hold this question over until an overall agreement is arrived at with them on other important matters?

Shri Jagjivan Ram: The hon. Member might have noticed the last sentence of the reply given by the Deputy Minister. It is stated that it cannot be said that a final decision has been taken in the matter.

Dr. Ram Subhag Singh: This matter had figured before this House last year. On two occasions, several Members had expressed their opinion. I would suggest that whenever officers are sent abroad to discuss any matter of such significance, they should be advised to take into consideration also the points raised by Members here in the Lok Sabha. But I am not very sure whether the points raised by Members last year were taken into consideration before the officers were deputed to Pakistan.

Shri Hem Barua: The whole trouble arises from the use of the word 'agreement' by the Deputy Minister. No agreement has been reached so far and the official teams have only formulated a scheme on which the Governments have to take a decision. Therefore, there is no agreement uptil now. When Government take a decision, all the other factors, primarily political factors, would come in. The officials have drawn up a scheme only to meet a hypothetical situation.

Shri Braj Raj Singh: Although Government may not disclose the terms of the treaty at this stage, it is only proper that in a matter like this which has vital consequences for the future of India Government take the views of the House prior to reaching any agreement with the neighbouring country.

Dr. M. S. Aney: I have only to make one suggestion. If Government want to take the House into confidence, it should be done before the so-called agreement becomes an accomplished fact.

Shri C. K. Bhattacharya: I understand that the Government of West Bengal has objected to allowing this Indo-Pakistan rail link in pass through its territory, and the Railway Minister has in a certain case also expressed his regret that certain trains were allowed to pass without consulting the Government of West Bengal. Will the hon. Minister state at what stage that objection stands at the present moment?

Shri Jagjivan Ram: Again, I am afraid the hon. Member is presuming too much. Perhaps he has knowledge of various things which I have not. I have never expressed any regret to the West Bengal Government. The Railway Ministry is not responsible for any of their things. The External Affairs Ministry has to deal with it.

So far as the objection is concerned, there are various stages when correspondence passes between the State Governments and the Central Government. In this matter also, it may be that before the full proposal was seen by the State Government of West Bengal, certain things appeared in the Press and they communicated their reactions to the Central Government. After that, the whole proposal was sent to them and their opinion invited. As I have said, while arriving at a final decision, the opinion of the West Bengal Government will certainly have to be taken into consideration. We cannot do without it.

Shri Tyagi: The Minister will appreciate that the House generally is not very favourable towards this proposal.

Mr. Speaker: Order, order. So far as the Railway Budget is concerned, I will allow ample opportunity for hon. Members to raise this matter and discuss it in the House. If they like, they may even go into the principle whether there ought to be a rail link as proposed or not. Any hon. Member may table a cut motion to this effect. I will allow ample opportunity to discuss this matter so that the Government may know what exactly the views of the House are one way or the other

Shri D. C. Sharma: May I know from which country the proposal to have this rail link between the two countries originated, and what was the reason for that country originating it?

Shri S. M. Banerjee: Corridor!

Shri Jagjivan Ram: It will be very difficult to pin this proposal to one country or the other. During the course of so many years, instances have come where India felt that there may be certain agreements which may be to the advantage of the Government of India and the Pakistan Government might have felt that there may be certain agreements which may be advantageous to Pakistan. Therefore the officials met and discussed whether certain proposals could be framed which would be to mutual benefit.

Shri Raghunath Singh: Like the Government of West Bengal, may I know whether the Governments of Punjab, U.P. and Bihar were consulted and their opinion taken?

Shrimati Renuka Ray: Nobody was consulted.

Shri Jagjivan Ram: I do not think it has been sent to all these State Governments by the Railway Ministry.

Shri Raghunath Singh: Why was West Bengal alone consulted? It is passing through three other States, Punjab, U.P. and Bihar. Why were they not consulted?

Shri A C. Guha: All the 4 State Governments of West Bengal, Bihar, U.P. and Punjab should be formally consulted even before they accept this thing even in principle.

Mr. Speaker: Order, order. I have already said that I will allow a discussion on this matter during the Railway Budget if there is a relevant cut motion.

Shri Raghunath Singh: But we cannot move cut motions, Sir.

प्रशिक्षण संस्था

*४२७. **श्री भक्त दर्शन :** क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ वर्षों से मसूरी में सामुदायिक विकास की जो अखिल भारतीय प्रशिक्षण संस्था सफलतापूर्वक चल रही थी उसे वहां से हटा कर हैदराबाद (आंध्र प्रदेश) ले जाने का निश्चय किया गया है ;

(ख) यदि हां, तो उसके स्थानान्तरण का यह निश्चय किन विशेष कारणों से किया गया है ;

(ग) वह संस्था मसूरी से हैदराबाद कब तक बदल दी जायेगी ;

(घ) क्या उस संस्था के स्थानान्तरण के विरोध में उन्हें मसूरी नगरपालिका और अन्य संस्थाओं से कोई विरोध-पत्र मिले हैं ; और

(ङ) यदि हां, तो उन पर क्या निर्णय किया गया है ?

सामुदायिक विकास तथा सहकार उप-मंत्री (श्री ब० सु० मूर्ति): (क) से (ग) सामुदायिक विकास सम्बन्धी केन्द्रीय अध्ययन एवं अनुसन्धान संस्था को मसूरी से हटाने का प्रश्न विचाराधीन है । प्रशिक्षण के सलाहकार बोर्ड ने संस्था को हटाने की सिफारिश निम्नलिखित आधारों पर की है :—

(१) यह केन्द्र में स्थित नहीं है ।

(२) यह ग्रामीण क्षेत्र में नहीं है ।

(३) यह उच्च शैक्षणिक और अन्य प्रशिक्षण संस्थाओं से पृथक पड़ता है । ऊंचाई और जलवायु का भी प्रश्न है ।

(घ) जी नहीं ।

(ङ) प्रश्न ही नहीं उठता ।

Mr. Speaker: I am just making a suggestion. Whenever an hon. Minister is not able to read an answer in Hindi in a manner which could be understood by others, he may just indicate that to me. I am not accusing any hon. Minister. Certainly, they may learn Hindi from books but they may not be able to pronounce it in a manner which is understood by others. They may just indicate this to me and I will ask the interpreter here to sit and read it for him, so that it may be understood. There are 70 Members here who have written to me that they do not know a word of English.

I am also contemplating having simultaneous translations. But that is a difficult affair. Translators are not available. In the meanwhile I will ask an interpreter to be here and read it out—or one of the office staff—wherever the Minister is not able to read it. (*Interruptions*).

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I will come to the rescue and read out the answers.

Mr. Speaker: I am happy the hon. Minister of Parliamentary Affairs undertakes to read these answers in Hindi.

Shri Jagjivan Ram: Other Ministers can read; it is quite intelligible. (*Interruption*).

Shri M. S. Murthy (a) to (c). The question of shifting the Central Institute of Study and Research in Community Development from Mussoorie is under consideration. The Advisory Board on Training has recommended the shifting of the Institute on the following grounds:—

(i) It is not centrally situated;

(ii) It is not in rural surroundings;

(iii) It is isolated from higher educational and other training Institutions. There is also the question of altitude and climate.

(d) No.

(e) Does not arise.

श्री भक्त दर्शन : क्या यह सत्य नहीं है कि जब यह संस्था स्थापित की गई थी उस समय मंत्रालय के एक उच्च अधिकारी को सारे भारत का निरीक्षण करने के लिये भेजा गया था, और उसने उन सब बातों पर विचार करके अपनी यह सम्मति दी थी कि इसको मसूरी में रखा जाये । अतः जब यह निर्णय हो चुका था तो इसको बदलने के बारे में क्यों विचार किया जा रहा है ?

The Minister of Community Development and Co-operation (Shri S. K. Dey): At that time we did not have any ready accommodation which was suitable enough for this purpose in any part of India as Musoorie offered.

Shri Raghunath Singh: In Banaras State there was ample accommodation; a whole building is vacant.

Mr. Speaker: The hon. Member may put a question.

Shri Tyagi: He is only making a suggestion, Sir.

श्री म० ला० द्विवेदी: मैं जानना चाहता हूं कि इस इंस्टीट्यूट के स्थानान्तरण के सम्बन्ध में कब तक पूरा निर्णय हो जायेगा और कब तक यह इंस्टीट्यूट यहां से चला जाएगा ?

Shri S. K. Dey: We hope to be able to arrive at a decision in the course of the next 3 or 4 months. The question of shifting it to some other area will take, perhaps, a year more after we take the decision.

Mr. Speaker: Shri Raghubir Sahai.

श्री म० ला० द्विवेदी : क्या मैं यह जान सकता हूं कि जो प्रशिक्षण का कोर्स अक्तूबर में शुरू होने वाला है वह अब कहां होगा ?

Mr. Speaker: This would not be answered. I have already called the hon. Member, Shri Raghubir Sahai. No exception can be made in favour of this hon. Member. After Shri Raghubir Sahai I may give him an opportunity.

Shri Raghubir Sahai: May I know whether it is not a fact that one of the important considerations that Government took in view at the time when the Central Institute was located at Mussoorie was that it should be near Delhi? I would like to know whether that important consideration has been waived. If so, under what circumstances?

Shri S. K. Dey: The proximity to Delhi was not considered as important, in any case, because in these days of air and other traffic distances do not count as such.

श्री म० ला० द्विवेदी: मैं जानना चाहता हूं कि अक्तूबर के महीने में जो ट्रेनिंग का कोर्स चालू होने वाला है अब वह मसूरी में होगा या दूसरे किसी स्थान पर होगा ?

Shri S. K. Dey: Yes, Sir; it will be at Mussoorie.

श्री भक्त दर्शन : अभी बतलाया गया कि अभी इसके बारे में निर्णय नहीं हुआ है और कुछ स्थानों पर विचार किया जा रहा है । वे कौन-कौन से स्थान हैं जिनके बारे में विचार किया जा रहा है ?

Shri S. K. Dey: Sir, it will be somewhere in the centre of India if we can make it and we are hoping that the Andhra State will offer us facilities at Hyderabad.

Shri Tyagi: The vicinity of the I.A.S. Training Institute was at Mussoorie was considered to be beneficial to this institution, because, after all, all the administrators of the whole of India would get their training at Mussoorie. I think the vicinity of that institution was one of the main arguments for sending this Training Institute to Mussoorie. What has happened to that?

Shri S. K. Dey: I am afraid that was not the consideration. I may assure the hon. Member that it is not the intention not to make any use of the facilities that are now available with us at Mussoorie. We shall use the facilities for training of other types of personnel. And, I suppose, that is all that the Mussoorie Municipality is concerned with.

श्री प्रकाशवीर शास्त्री : मैं यह जानना चाहता हूं कि यह प्रशिक्षण केन्द्र जो इस समय मसूरी में कार्य कर रहा है, इस को दूसरे स्थान पर हटाने में कितने धन की हानि होगी ? क्या सरकार ने इसका भी अनुमान लगाया है ?

Shri S. K. Dey: I do not expect any loss to Government at all because we do not have any property at Mussoorie established at the expense of Government.

Shri Ram Krishan Gupta: May I know whether there was any request from the Punjab Government to shift this institute to Nilokheri?

Shri S. K. Dey: That is a different kind of institute. It is going on and there will be more institutions of that kind. We are now talking of the Central Institute of Study and Research at Mussoorie.

Shri Tangamani: Is it not a fact that a firm decision has already been taken for shifting the Central Institute of Study and Research to Hyderabad and the buildings are already available and the Andhra State Government has agreed to locate this there? If that is the decision where is the need for this delay?

Shri S. K. Dey: I am sorry no decision has yet been taken; nor is there any building readily available at Hyderabad where we can shift.

Shri Yadav Narayan Jadhav: May I know whether Government will think of having two institutes of this kind, one in the north and one in the south?

Mr. Speaker: The hon. Member wants to have two institutions.

Shri S. K. Dey: It is difficult to provide staff for even one.

Shri Kamalnayan Bajaj: May I know whether, by shifting the institute to a more central place in the plains, the cost of training will be reduced because in the hill stations the cost is generally higher?

Mr. Speaker: They are all points in favour.

Shri S. K. Dey: Perhaps, that will be considered.

Shri D. C. Sharma: May I know if the hon. Minister is aware of some of the adverse and unfavourable comments about the institute that it is not serving any very useful purpose? Has he got any reply to these comments?

Shri S. K. Dey: There are a number of our friends in this House who have also been to this institute. I have not

heard any adverse comments from any one of them. There have been others from the State Legislatures also and officers from States who have seen that. Whatever defects there are in the training are continually being corrected. But almost everyone has complained that after a certain age the high elevation is not very cordial in its hospitality to people.

Colorisation of Vanaspati

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*428. { Shri Harish Chandra Mathur / Shri Vidya Charan Shukla:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether tests for colorisation of Vanaspati have been finalised; and

(b) if so, what steps are being taken to enforce compulsory use of the colouring agent?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

Shri Harish Chandra Mathur: May I know the progress made in this matter and also whether any interim report has been received?

Shri A. M. Thomas: Research is going on for finding a suitable colour for vanaspati and that is being co-ordinated under the auspices of a committee of experts appointed by the Food and Agriculture Ministry on 10th June, 1960.

Shri Harish Chandra Mathur: May I know whether the Government have clearly indicated their decision that as soon as the tests are finalised, vanaspati would be coloured and whether this decision has also been conveyed to the manufacturers?

Shri A. M. Thomas: The Government has agreed in principle, as the House knows, that if a suitable colour is found colourisation would be introduced for vanaspati. The difficulty is in finding a suitable colour. We should also remember that the remedy should not be worse than the disease.

श्री म० ला० द्विवेदी : क्या इण्डियन फारेस्ट इंस्टीट्यूट, देहरादून, ने किसी ऐसे कलर का आविष्कार किया है, जिसके विषय में सरकार जांच कर रही है ? यदि हां, तो इस सम्बन्ध में क्या प्रगति हुई है ?

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : कमेटी तो नियुक्त की गई है और उसकी रीकमेंडेशन्ज़ जब तक नहीं आयेंगी, तब तक इस को दूसरे तीसरे इंस्टीट्यूट के पास भेजना अच्छा नहीं होगा ।

श्री खादीवाला : माननीय मंत्री जी को यह मालूम है कि यह प्रश्न बार-बार आता है और बार-बार यही कहा जाता है कि बहुत जल्दी ही रंग डालने की कोशिश की जा रही है, लेकिन जो असल घी खाने वाले हैं, इसमें रंग न मिलाने से उनको दिन-प्रति-दिन इस से नुक्सान हो रहा है । अभी पिछले वक्त हमारे स्वास्थ्य मिनिस्टर ने भी यह कहा था कि इससे नुक्सान होता है और जिन पदार्थों से वह जमाया जाता है, उनको बाडी हज्म नहीं कर सकती है और वे खिलते नहीं हैं । मैं यह जानना चाहता हूं कि इस सम्बन्ध में कब तक तब्दीली कर दी जायेगी, ताकि खाने वालों को धोखा न हो ।

श्री स० का० पाटिल : ये तब बोर्ड ठीक हैं, लेकिन वह विज्ञान की बात है और विज्ञान पर तो मेरा काबू नहीं है । जब तक वह चीज़ नहीं निकलेगी—दुनिया में अभी तक नहीं निकली है—तब तक मैं कुछ नहीं कर सकता यह सब कुछ होते हुए भी ?

Shri S. M. Banerjee: May I know whether it is a fact that Government are unable to take a final decision because of the serious pressure from the manufacturers and if so what steps

are being taken to overcome this weakness?

Shri A. M. Thomas: It is not correct.

The Minister of Food and Agriculture (Shri S. K. Patil): Government are committed to colourisation the moment such a convenient colour is found. Therefore, there is no question of any pressure arising.

Shri Joachim Alva: Government has been taking such a enormous time in finding a colour. But that time, the rockets have reached the moon and are reaching the venus. May I know whether this delay is due to the powerful vanaspathi interests headed by Lever Brothers?

Shri S. K. Patil: If any colour can come from the rockets, we shall welcome it.

Shri Harish Chandra Mathur: Have the Government taken note of the vicious propaganda of the vanaspati manufacturers against colourisation even before this is conveyed to them and this propaganda is carried on even through the Government periodicals? I mentioned this last time and the Minister said that he had not looked into it. May I hope that during these three months, he had looked into the matter as to whether the propaganda is carried on through the Government periodicals? What do they propose to do in the matter?

Shri S. K. Patil: Any interested party is bound to carry on propaganda. The Government do not approve of such propaganda. But I do not know about the Government publications carrying on such a propaganda. If the hon. Member brings it to my notice, surely that will be taken care of.

श्री प्रकाशवीर शास्त्री : माननीय मंत्री जी ने कहा है कि गवर्नमेंट इस बात के लिये वचनबद्ध है कि वनस्पति घी में रंग मिलाया जाना चाहिये और इसके लिये उन्होंने एक समिति भी नियुक्त की है। जब उस समिति का कार्य इतना लम्बा होता जा रहा है, तो क्या यह अच्छा नहीं होगा कि वनस्पति घी को बनाने वाली कम्पनियों को इस प्रकार का समय दे दिया जाये कि वे छः महीने या एक वर्ष में कोई ऐसा रंग बना लें, अन्यथा उसके बाद उस पर प्रतिबन्ध लगा दिया जायेगा ?

श्री स० का० पाटिल: वह अच्छा नहीं होगा। जो काम एक साइंटिफिक कमेटी नहीं कर सकी, तो क्या वे करेंगे, जो खुद इन्टेरेस्टिड हैं ?

Dieselisation of Road Transport

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*429. { **Shri Ram Krishan Gupta:** / **Shri Pangarkar:** / **Shri Rameshwar Tantia:**

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 376 on the 23rd November, 1960, state:

(a) whether Government have considered the proposal for dieselisation of road transport; and

(b) if so, the result thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Commersial road transport througnout the world has been rapidly changing over from petrol to diesel-driven vehicles during the last few years. In India also the production of petrol-driven vehicles has practically stopped and the four vehicles manufacturers are concentrating on the production of diesel vehicles only. Conversion of the old petrol vehicles to diesel vehicles is also taking place. It is expected that by the end of the Third Five Year Plan the large majority of the commercial vehicles operating in the country will be diesel-driven.

Shri Ram Krishan Gupta: May I know whether the Government have received any proposal from the National Council of Applied Economic Research in this connection?

Shri Raj Bahadur: They undertook a study of this question and they have generally advised that we should change over to diesel-driven vehicles as early as possible

Shri Kasliwal: When crude oil is refined in the oil refineries, there is only a certain percentage of diesel oil that is obtained. There is some percentage of kerosene and also some percentage of petrol. Since the hon. Minister says that we should go fast with the dieselisation of the road transport, has he any intention of importing diesel oil?

Shri Raj Bahadur: The use of diesel definitely provides much more efficient operation of transport vehicles; there is not the least doubt about it. That is why and for many other factors also—the transport operators are finding it desirable to change over from petrol to diesel. That is an inevitable process. But the hon. Member is quite right and there is an imbalance in the production of motor spirit as against diesel and that imbalance increases as we increase the number of refineries and the production in the refineries.

Shri Kasliwal: What about imports?

Shri Raj Bahadur: I have already replied to it.... (*Interruptions*).

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): May I say that the question which the hon. Member has raised is an important question and it is receiving our full attention.

Shri Harish Chandra Mathur: The hon. Finance Minister has clearly stated on the floor of this House that it is his policy to see that there is a switch over from diesel to petrol and his taxation proposals are framed with that point of view. Now, just the opposite is being said by the hon. Minister of Transport and the Ministry of Commerce and Industry is also following that course. May I know how the position is reconciled?

Shri Raj Bahadur: Reference has been made to a study made by the National Council of Applied Economic Research and I referred to the recommendations and findings in that report. Truly, it is our earnest desire that as far as possible we should use the motor spirit that we have got in our country and that was what the Finance Minister implied. That does not mean that we should not change to diesel progressively.

आयुर्वेद

*४३०. **श्री म० ला० द्विवेदी :** क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) आयुर्वेद शिक्षा को समान स्तर पर लाने के लिये भारत सरकार द्वारा बनाई गई योजना की रूपरेखा क्या है;

(ख) इस योजना को राज्य सरकारों को निर्दिष्ट करने के विषय में क्या प्रगति हुई है और उन की क्या प्रतिक्रिया है ;

(ग) इस योजना के अनुसार आयुर्वेद और एलोपेथी में किस प्रकार का समन्वय करने का विचार किया गया है ;

(घ) क्या नई योजना के अनुसार आयुर्वेद के स्नातकों को वेतनक्रम, पद और अन्य वे सब सुविधायें उपलब्ध होंगी जो एलोपेथिक स्नातकों को मिलती हैं ; और

(ङ) इस सम्बन्ध में अब तक क्या प्रगति हुई है ?

स्वास्थ्य मंत्री (श्री करमरकर): (क) से (ङ). केन्द्रीय आयुर्वेदिक अनुसंधान परिषद् द्वारा बनाये गये अध्ययन पाठ्यक्रम एवं पाठ्यविषय परीक्षणाधीन हैं ।

श्री म० ला० द्विवेदी : समाचारपत्रों में इस आशय के समाचार निकले थे कि यह प्रश्न सरकार के विचाराधीन है कि वैद्यों को एलोपेथी के रिफ्रेशर कोर्स की ट्रेनिंग दी जायगी । मैं यह जानना चाहता हूं कि इस सम्बन्ध में सरकार ने क्या प्रगति की है और कितने वैद्यों को इस प्रकार की शिक्षा दी जायगी ?

श्री करमरकर : एलोपेथी ठीक नाम नहीं है । उस को कहते हैं अर्वाचीन शास्त्रीय वैद्य ज्ञान । यह चल रहा है । हमारी राय ऐसी है कि जो लोग वैद्य का काम करते हैं, वे बीमारों के हित की दृष्टि से काम करते हैं, इसलिये जो वैद्य का काम करने जाते हैं, उन को अर्वाचीन शास्त्र भी पढ़ना चाहिये और प्राचीन शास्त्र भी पढ़ना चाहिये । यह हमारी राय है ।

श्री म०ला० द्विवेदी : मैं यह जानना चाहता हूं कि आयुर्वेद शास्त्र के ग्रेजुएट्स और एलोपेथिक शास्त्र के ग्रेजुएट्स में जो अन्तर है, उस को पाटने की दिशा में सरकार क्या कदम उठा रही है । क्या आयुर्वेद के स्नातकों को भी दूसरों के समान वेतन-स्तर दिया जायगा ?

श्री करमरकर : यह खास तौर से विषय है स्टेट गवर्नमेंट्स का । उस सम्बन्ध में हम विचार और पैसे से सहायता करने के लिये तैयार हैं । इस बारे में अलग अलग स्टेट्स में अलग अलग रायें हैं । यह मुश्किल है ।

श्री म० ला० द्विवेदी : मैं जानना चाहता हूं कि भारत सरकार की इस सम्बन्ध में क्या नीति है ?

श्री करमरकर : समन्वय की नीति है ।

Express Delivery System

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*432. **Shri Ram Krishan Gupta:**
Shri Vidya Charan Shukla:
Shrimati Ila Palchoudhuri:
Shri Bhakt Darshan:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 1057 on the 22nd December, 1960 and state:

(a) whether any decision has since been taken on the question of continuance or otherwise of the express delivery system of Posts and Telegraphs Department;

(b) if so, the nature of the decision taken; and

(c) if the reply to part (a) above be in the negative, the reasons for the delay in arriving at a decision?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) Does not arise.

(c) The question has to be considered in great detail from various aspects including financial aspect in consultation with subordinate P. & T. authorities.

Shri Ram Krishan Gupta: May I know whether there is any proposal to introduce this system in rural areas also so that the mail may reach those places sooner?

Dr. P. Subbarayan: As a matter of fact, there is complaint about the urban areas as well because we have got enough people to cater for. The rural areas will be more difficult to manage.

Shrimati Ila Palchoudhuri: As the express delivery letter is practically tantamount to a telegram for the poorer persons, may I know whether it will be fully continued also in the rural areas if possible and not looked at from the financial point of view?

Mr. Speaker: It is a suggestion for action.

Dr. P. Subbarayan: The financial point will also be taken into consideration, and we are considering

how we could introduce this and whether an increase in postage may be made on this account.

Shri Tangamani: Am I to take it that the idea of discontinuing the expresecs delivery letters has been dropped now, for this year and the next year also?

Dr. P. Subbarayan: We are not thinking of discontinuing express letters. We are finding out how it will be possible to quicken their delivery and what extra charge would have to be made if that is taken into consideration.

Japanese Method of Rice Cultivation

*433. **Shrimati Ila Palchoudhuri:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to a supplementary question to Starred Question No. 728 on the 6th December, 1960 and state:

(a) the approximate total area under Japanese method of rice cultivation together with its annual yield;

(b) whether Government of India propose to introduce Japanese method of rice cultivation throughout India in areas where rice is grown;

(c) if so, the financial implication of the proposal; and

(d) the approximate length of period in which the Japanese method of rice cultivation is expected to be fully adopted in this country?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). A statement is placed on the Table of the Sabha.

STATEMENT

(a) The total area brought under Japanese method of paddy cultivation in India during 1959-60 as reported was 65.41 lakh acres with an estimated production of 73.05 lakh tons of paddy.

(b) Initially, the scheme for setting up of Demonstration-cum-Training farms on the Japanese method of rice cultivation is proposed to be introduced in four paddy growing districts, preferably in the four Package Programme States. Later on based on its success, the scheme may be extended to other rice growing States.

(c) All the expenses on the travel of Japanese Technicians, supply of Japanese agricultural implements and equipment and the running cost of the demonstration farms will be borne by the Government of Japan. On the other hand, the residential accommodation to the Japanese Technicians will be provided free of cost, by the participating States. The land for establishing the farms will be given to the Japanese Technicians on the usual lease terms.

(d) The scheme is proposed to be launched for a minimum period of about 3 to 5 years in the first instance in four States only. The question of extending the scheme to the remaining rice growing States will be considered after gaining some experience.

Shrimati Ila Palchoudhuri: May I know whether actually the true method of Japanese cultivation has been propagated yet and whether we have used the kind of fertiliser, the implements and the method of transplanting the seed-lings to the full extent to give the desired results?

Dr. P. S. Deshmukh: Almost all items in the method, except the implements, which the Japanese use have been used here. So far as the implements are concerned, we have used only the Japanese weeder; the other implements have not yet been used. But the proposals to have such demonstration centres in the package districts envisage the bringing in of those implements also.

Shri S. M. Banerjee: May I know whether this scheme was introduced as an experimental measure in Aligarh district and, if so, what was the result?

Dr. P. S. Deshmukh: If my hon. friend is meaning the experiment in which the Japanese farmers conducted in India, it was in the Saharanpur district of Uttar Pradesh, which was done successfully.

Shri Tangamani: May I know whether this scheme is going to be introduced in all these package districts during the year 1961-62 and, if so, how much extra money is being spent in those districts, particularly in Tajore district in the Madras State?

Dr. P. S. Deshmukh: We are intending to introduce this in all the rice-growing districts, wherever intensive agricultural development is going to be practised. We are not likely to incur any expenditure whatsoever, so far as we are concerned. The whole expenditure will be borne by the Japanese.

Some Hon. Members *rose*—

Mr. Speaker: Order, order. The Government does not incur any expenditure.

Shri Yadav Narayan Jadhav: What are the package districts and the States?

Dr. P. S. Deshmukh: They have been given more than once. There are eight States, and later on, every State in India is going to have a package district.

Shri Tangamani: One district in each State more or less has been fixed as package district. My question was, in the paddy-growing districts like Tanjore, what was the new allocation in 1961-62 for introducing the Japanese method.

Dr. P. S. Deshmukh: There is no question of allocation. We are likely to get certain groups of Japanese farmers who will in suitable places take some land on lease and will practise and grow more than one crop or the same crops as intensively as they do in their own country, and there will be one centre in each district.

Shri Hem Barua: In the four States where the Japanese method of cultivation is going to be introduced, may I know whether this scheme is to be introduced on an experimental basis or whether the Japanese method of cultivation has come to establish itself as part of our agricultural operations?

Dr. P. S. Deshmukh: The Japanese method of cultivation, as understood by us and propagated by us, has spread to every nook and corner of India. The total area that we have covered is more than 65 lakh acres. It is therefore used most extensively. There are farmers who have undertaken it with great advantage.

Shri Ranga: Are we to understand that in all the existing areas—65 lakh acres—the Japanese method was introduced only to the extent of forward transplantation which was undertaken, and that by the introduction of the Japanese method in these package districts—the package scheme—Government intends to do it with the full complements, namely, with all the implements?

Dr. P. S. Deshmukh: It is quite correct, that now we want to intensify it still further by propagating the Japanese implements also. But it is not correct that the Japanese method merely means transplanting in rows. There are many other items in the Japanese method, all of which have been practised by our farmers.

Dr. Ram Subhag Singh: If I have understood aright, the hon. Minister stated that some Japanese will be invited and they will be requested to open demonstration centres in each State. May I know whether any comparative study has bene made of the effectiveness of the scheme in respect of Indian farmers? The Indian farmers—are equally good, and so, why not the Indian farmers be given this facility to open demonstration farms at the cost of the Government?

Dr. P. S. Deshmukh: First, I must clear the misunderstanding that it is

as if we invited the Japanese Government to send the team. The fact is, they have made this voluntary offer on their own part. Secondly, it is not that we are not cognizant of our best farmers. But there are certain things, the adoption of which helps us. I do not want this House to understand or the hon. Member to think that the introduction of the Japanese method is in anyway derogatory to the Indian farmers, many of whom are superior to the Japanese farmers. (*Interruption*).

Shri Tyagi: What is the highest average yield obtained by this method in India?

Dr. P. S. Deshmukh: Anything between 50 maunds and 65 maunds per acre.

Shrimati Ila Palchoudhuri: After all, the Japanese method depends on the fertiliser used and the kind of fertiliser they are going to use. Have we assessed the quantity and kind of the Indian fertilisers available and the Japanese fertilisers that are available, and what results they can give us? Secondly, how do we intend to import the fertilisers, or, how are we going to make them in India? Have we assessed these things?

Dr. P. S. Deshmukh: Everybody understands the Japanese method differently. The Japanese method does not mean that it depends only on the fertilisers. There are many other items also. They are known to the farmers. So, it is not correct to say that we depend only on the fertilisers. So far as the intensive schemes in the districts are concerned, we get the extra amount of fertilisers.

Shri Achar: The statement refers only to the demonstration farms in the package deal districts. May I know whether there are any proposals to have these demonstration farms in other areas also?

Dr. P. S. Deshmukh: Not by the Japanese. We have demonstration farms.

Shri Achar: I mean the Japanese.

Dr. P. S. Deshmukh: In many of our farms, the ordinary Government demonstration farms, the Japanese method is practised. Where there is a paddy farm, it is practised.

Dr. Ram Subhag Singh: The hon. Minister stated that perhaps the hon. Member has not understood the point clearly. May I know whether it is not a fact that some Japanese teams are going to be invited to open demonstration farms?

Mr. Speaker: They are coming on their own accord. That is what he said. It is not on the invitation of the Government of India.

Dr. Ram Subhag Singh: There has been negotiation with the Government of India and Japan, and only after that negotiation, they are coming.

Dr. P. S. Deshmukh: No, Sir. Firstly about three to four years ago, some Japanese farmers came to India on their own without any assistance or any invitation; if there was any invitation, it was from the Bihar Government, not by the Central Government. What they have practised has really impressed some of our farmers. Seeing the impression it has created on the minds of Indian paddy-growers, the Japanese Government has asked whether if similar groups of farmers from Japan come, we would be prepared to have them. We have agreed that in the intensive districts, similar groups may come and they might demonstrate.

Dieselisation on Railways

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*434. **Shri A. M. Tariq:**
Shri Harish Chandra Mathur:
Shri Osman Ali Khan:
Sardar Iqbal Singh:
Shri D. C. Sharma:

Will the Minister of Railways be pleased to refer to the reply given to

Starred Question No. 813 on the 9th December, 1960 and state:

(a) whether programmes for dieselisation on Railways have been finalised; and

(b) if so, what is the programme and likely requirements of diesel oil in 1961 and 1962 and what it was in 1959-60?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) It is proposed to have diesel traction for goods trains on about 3,800 miles of busy sections during the 3rd Plan period for the movement of coal, raw materials for steel plants and other through freight traffic.

The quantity of diesel oil consumed during 1959-60 and the assessed requirements for 1960-61 and 1961-62 are as under:—

1959-60—51,208 long tons.
1960-61—75,000 long tons.
1961-62—101,000 long tons.

श्री अ० मु० तारिक : मैं यह जानना चाहता हूं कि इन ट्रेंस को डीजल में तब्दील करने पर हमारा कितना खर्च आया है ।

[میں جاننا چاہتا ہوں کہ ان ٹریلس کو ڈیزل میں تبدیل کرنے پر ہمارا کتنا خرچ آیا ہے ۔]

श्री शाहनवाज खां : अभी तक जो भी खर्च आता है वह डीजल एंजिन खरीदने के ऊपर और डीजल के इस्तेमाल पर आता है । मैं अभी एग्जक्ट अदाद व शुमार नहीं दे सकता । इस के लिये मुझे अलाहदा नोटिस चाहिये, । लेकिन एक डीजल एंजिन जो ब्राडगेज का है, उस की कीमत लगभग ११ लाख ६० होती है ।

Shri Harish Chandra Mathur: May I know what is the foreign exchange involved for the purchase of diesel and what justification is there to switch on to diesel instead of steam and electric traction when we are so short of foreign exchange and we do not want even the road traffic to run on diesel?

The Minister of Railways (Shri Jagjivan Ram): We are quite aware of the foreign exchange position, but at the same time, the traffic has to be moved in the interest of the development of the country. My friend has suggested electrification. If electrification would cost less, capital investment will have to be made in the initial stages not only for locomotives, but also for the lines, whereas in dieselisation, nothing has to be done on the track. Only the locomotives and fuel are required.

Shri Harish Chandra Mathur: What about the running expenditure? We are not likely to be self-sufficient in diesel for another ten years according to our own Plan. Why can we not do with coal? We have got enough coal.

Shri Jagjivan Ram: We cannot do with coal, because in the diesel, the track capacity is increased, whereas if we have steam traction, duplication, triplication or even quadruplication of the line has to be done, which will require much more capital investment.

Shri A. M. Tariq: The same reply was given to this question on 9th December, 1960. I will read out the reply:

> "It is proposed to have diesel traction for goods trains on about 3800 miles of busy sections during the 3rd Plan period for the movement of coal, raw materials for steel plants and other through freight traffic."

I would like to know what progress has been made since then. The same reply has been given today also; not a word is changed.

Mr. Speaker: How long ago was that?

Shri A. M. Tariq: On the 9th December, 1960, three months ago. The same reply is given; not a comma is changed.

Shri Jagjivan Ram: I will draw the attention of my hon. friend to the fact that it is proposed to run diesel trains on so many miles in the third Plan.

Shri Kamalnayan Bajaj: By having diesel instead of steam and coal, apart from reducing the cost, may I know whether the passenger or goods trains can be moved faster and whether such economy can be effected?

Shri Jagjivan Ram: That is the whole intention. By dieselisation additional track capacity is created on the same track because of the increased speed of the diesel locomotive.

Utilisation of Irrigation Facilities in the Country

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*435. { **Shri Kodiyan:** / **Shri Warior:** / **Pandit J. P. Jyotishi:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) what is the latest position regarding the utilisation of irrigation facilities created during the Second Five Year Plan;

(b) whether the suggestion made by the meeting of the co-ordination Board of Ministers held at Bangalore to constitute Development Committees at each project for the maximum utilisation of irrigation potential has been implemented by all the States; and

(c) what further action Government propose to take in this connection?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). A statement giving the required information is laid on the Table of the House.

STATEMENT

(a) It is anticipated that by the end of the Second Plan a potential of 13:2 million ton acres would be created at channel outlets against which utilisation expected to be achieved would be about 10.0 million acres.

(b) The Planning Commission had earlier advised the State Governments that a development Committee should be formed for each project to ensure the maximum utilization of the irrigation potential created by the projects. The Co-ordination Board of Ministers in the meeting held at Bangalore in 1960 endorsed the advice already given by the Planning Commission.

(c) Targets of achievement of utilization of irrigation facilities created by various projects are being watched and discussed by the Government of India with the State Government from time to time.

Shri Kodiyan: What are the reasons for the short-fall in the utilisation of the irrigation potential? Is it entirely due to lack of channel outlets or whether any instance has come to the notice of Government where the peasants do not show any enthusiasm to utilise the irrigation potential due to the excessive rates of water levy?

Shri Hathi: There are various reasons for the lag between the creation of the irrigation potential and its utilisation. The two reasons mentioned by the hon. Member are also some of those reasons.

Shri Kodiyan: From the statement it seems that an estimated irrigation potential of 3.2 million acres will remain unutilised at the end of the second Five Year Plan. May I know the State-wise break-up of this unutilised irrigation potential?

Shri Hathi: It is mentioned in the statement that out of a total potential of 13.2 million acres created, the utilisation will be 10 million acres. But I may submit that in 1956, we did not have even 50 per cent utilisation of the potential created. Since then we have taken various measures and now the average utilisation has gone up nearly to 76 per cent. I am prepar-

ed to give the State-wise break-up to the hon. Member; I shall supply him a copy. I have got the figures with me.

Shri Kasliwal: The hon. Deputy Minister may perhaps remember that in 1959 a pamphlet had been produced by the Ministry of Agriculture in which they had given the percentage of utilisation of the facilities for irrigation and the irrigation potential that had been created. In the first Plan, not even 50 per cent utilisation was there; it was only one-third. In the first two years of the second Plan again, two-thirds of the facilities created remaining unutilised. May I know what special steps Government have taken now because the Deputy Minister is in a position to say that 82 per cent will be utilised?

Shri Hathi: It is only in some States that utilisation has not been satisfactory. But in most of the State, the utilisation has been very satisfactory. When we take the over-all picture, the percentage decreases. For example, in Andhra Pradesh, the utilisation is 89 per cent, in Madras 100 per cent, in Kerala 96 per cent, etc. Similarly, there are two or three States where the utilisation has not been satisfactory. That is why the average percentage is low.

Shri Kasliwal: What is the percentage of utilisation of this irrigation potential in the period 1959-60?

Shri Hathi: I have not got the break-up year-wise. I have got the percentage upto 1959-60. In Andhra Pradesh, the percentage of utilisation was 77 per cent in 1955-56. It is now 89 per cent. In Bihar it was 72 per cent; now it is 79 per cent. In Jammu and Kashmir it was 80; now it is 100. In Kerala it was 66, now it is 96. Similarly, I have got the figures for each State.

Mr. Speaker: All that may be read out.

Shri Hathi: I will give the figures for all the States. They are as follows:

State	*Position then obtaining*	*Present position*
Madhya Pradesh	100%	75%
Madras	72%	100 o
Maharashtra	We have no figures	60%
Mysore	45%	61%
Orissa	Earlier figures were not available.	72%
Punjab	47%	82%
Rajasthan	42%	72%
Uttar Pradesh	32%	66%
West Bengal	55%	76%

WRITTEN ANSWERS TO QUESTIONS

Electrification Works on Railways

*431. **Shri Osman Ali Khan:** Will the Minister of **Railways** be pleased to state:

(a) whether the team of Indian Railway Engineers which visited West European countries has submitted its report regarding electrification works on Railways.

(b) if so, what are the routes suggested for this purpose; and

(c) whether Government have taken a decision on this report?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (c). Yes, Sir.

(b) The team was sent not to suggest any routes for electrification but to make an on-the-spot study of various problems relating to A.C. 50-cycles single phase system and also to examine the latest developments of various aspects of this system.

Road Board

*436. **Shrimati Mafida Ahmed:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Council of the Indian Road Congress has recommended to set up a Road Board at the Centre; and

(b) if so, the reactions of the Government of India thereto?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). At the 25th Annual Session of the Indian Roads Congress held at Bhopal in January 1961, the Council of the Congress is reported to have recommended that a Road Board should be set up at the Centre, but this recommendation has not yet been forwarded by the Congress to the Government of India for consideration. The recommendation will be considered when detailed proposals are received from the Indian Roads Congress.

Flood Control Schemes

***437. Shri Chintamoni Panigrahi:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it has been proposed to authorise the State Governments to undertake flood control schemes costing upto Rs. 1 crore without technical scrutiny at the Centre;

(b) whether the flood control organisation set up in the States and at the Centre are going to be reorganised; and

(c) if so, the nature of reorganisation contemplated?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Flood control schemes costing up to Rs. 1 crore each, included in the Third Five Year Plan, will not be subject to detailed technical and financial scrutiny at the Centre. After these schemes are approved by the State Technical Advisory Committee and the State Flood Control Board, a skeleton report, an index map and an abstract of cost of each schemes are to be furnished by the State Governments to the Central Water and Power Commission for a broad check to ensure that the scheme involve no inter-State repercussions and that they are suitable flood control schemes.

In the case of embankment schemes which do not form part of an approved Master Plan, detailed scrutiny, as at present, will continue to be carried out at the Centre irrespective of the cost of such schemes.

(b) and (c). At present there are the following organisations at the Centre for flood control:—

(i) Flood Wing of the Central Water and Power Commission;

(ii) Central Flood Control Board; and

(iii) Four River Commissions (Floods), namely the Ganga River, the Brahmputra River, the Central India Rivers and the North West Rivers Commissions.

The Central Water and Power Commission Reorganisation Committee had recommended that there should be no separate Flood Wing in the Commission. This recommendation has been accepted by the Government. It has been decided that the Flood Designs Section should be amalgamated with the respective Design Directorates in the Water Wing of the Commission. The other Flood Sections are to function as Circles and Divisions under the charge of two Chief Engineers, as before, in order to ensure that the flood problems receive the close attention that they deserve. The Members of the Central Water & Power Commission would be in overall charge of the subjects with which they are concerned even on the flood side.

So far as the Central Flood Control Board and the River Commissions (Floods) are concerned, there is no move at present for their reorganisation. As regards the Flood Control

Organisations set up in the States, the reorganisation thereof is the responsibility of the State Governments concerned.

Lighthouses

*438. **Shri Raghunath Singh:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of India has examined and considered the question that all lighthouses belong to Centre or State Governments according to the Constitution of India; and

(b) if so, with what results?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The legal position on the responsibility of maintenance of lighthouses on the coast-line of India has been examined with special reference to the extent of the Central Government's responsibility under the Constitution.

(b) The Government are advised that the Central Government is responsible for General and coastal lighthouses and that lighthouses forming part of port installations of Major Ports vest in Central Government or in Port Trust concerned according as such installations are owned by the one or the other. The State Governments are responsible for lighthouses forming part of port installations of Minor Ports.

Indian Road Congress

*439. **Shri P. C. Borooah:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Indian Road Congress met in Bhopal recently;

(b) if so, what matters were discussed there; and

(c) what recommendations, if any, were made therein for improving the condition of roads in general?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) and (c). The Government have not yet received any report from the Secretariat of the Indian Roads Congress regarding the subjects discussed and recommendations made at the Bhopal Session of the Congress. This will be received when the Executive Committee of the Congress has considered the recommendations.

Purchase of Ships under 'Pay while you Earn Scheme'

*440. { **Shri Morarka:** / **Shri Nathwani:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) what are the details of the 'Pay while you earn' scheme for purchasing ships;

(b) whether Government give any guarantee under this scheme; and

(c) the countries from which the ships can be bought under this scheme.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a). Under this scheme, the Indian Shipping Companies are allowed to purchase ships on deferred payment basis. The main features of the schemes are:—

(a) Free foreign exchange is released by Government to meet the initial down payment not exceeding ordinarily 33-1/3% of the cost of the ships, the balance being allowed to be paid to the sellers in a period of 4 to 5 years out of the net foreign exchange earnings of the ships purchased.

(b) This scheme is not applicable to the purchase of

ships for the coastal trade alone as these ships do not earn foreign exchange.

(c) The shipowners are allowed to raise foreign exchange loans for the payment of the balance of the purchase price of the ships, such loans being allowed to be repaid out of the foreign exchange earnings of the ships themselves. The terms of the foreign exchange loans have to be approved by the Government of India beforehand.

(b) Government usually do not give any guarantee to the foreign parties from whom ships are purchased; however, if Government are satisfied that the ships' estimated annual net foreign exchange earnings will be sufficient to pay the annual instalment due to the seller, they may undertake to release necessary foreign exchange for the remittance abroad of the balance of the purchase price irrespective of the ship's actual foreign exchange earnings.

(c) Shipowners are free to purchase ships under this scheme from any country but each case will be examined on merits in all its aspects before the necessary Government approval is given.

सहकारिता आन्दोलन

*४४१. **श्री खुशवक्त राय** : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राष्ट्रीय विकास परिषद् ने यह सुझाव दिया था कि ग्रामों में सहकारिता को प्रोत्साहन देने के लिए यह आवश्यक है कि ग्रामीणों को तकावी तथा अन्य ऋण ग्राम सहकारी समितियों के द्वारा दिये जायें ;

(ख) इस सुझाव को किन-किन राज्य सरकारों ने कार्यान्वित किया है ; और

(ग) कितना तकावी तथा अन्य ऋण इन सहकारी समितियों के द्वारा दिया गया है ?

सामुदायिक विकास तथा सहकार उपमंत्री (श्री ब० स० मूर्ति) : (क) जी हां ।

(ख) व (ग). आवश्यक जानकारी प्राप्त की जा रही है और शीघ्र सभा-पटल पर रख दी जायेगी ।

औषधियों के डिब्बों पर नुस्खा छापना

*४४२. **श्री म० ना० सिंह** : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बहुत-सी फार्मेसियां और औषधि निर्माता कम्पनियां आयुर्वेद और तिब्बी चिकित्सा प्रणाली की नई और शास्त्रीय औषधीय बना रही हैं और वे डिब्बों पर औषधि का नुस्खा नहीं छापतीं ;

(ख) क्या इस के फलस्वरूप बहुत सी नकली औषधियां बनाई जाने लगी हैं अथवा औषधियों के मनमाने मूल्य लिये जा रहे हैं ; और

(ग) क्या सरकार का इस विषय में शीघ्र ही कोई कार्यवाही करने का विचार है ?

स्वास्थ्य मंत्री (श्री करमरकर) : (क) कुछ औषधियों पर नुस्खे लिख रहते हैं और जबकि अन्य औषधियों पर नुस्खों का विवरण नहीं दिखाया जाता ।

(ख) इस विषय पर सरकार के पास कोई निश्चित सूचना नहीं है ।

(ग) आयुर्वेदिक और यूनानी औषधियों के निर्माण पर बरते जा सकने वाले नियामक उपायों का प्रश्न सरकार के परीक्षणाधीन है ।

'Wonder Food'

*443. **Shri H. N. Mukerjee:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the nature of the "wonder food" reportedly extracted by the Central Food Technological Research Institute, Mysore from raw materials easily available in the country;

(b) whether the National Nutrition Advisory Committee has been able to implement the Minister's appeal at its meeting in June 1960 to popularise this new and cheap weapon in the fight against malnutrition; and

(c) if so, with what results so far?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The "Wonder food" mentioned at the meeting of the National Nutrition Advisory Committee held on 17th June, 1960 is the Indian Multipurpose Food which is a protein-rich food developed by the Central Food Technological Research Institute. It is made up of specially-prepared low-fat groundnut flour (75%) and roasted Bengal-gram flour (25%), and is fortified with essential vitamins and minerals.

(b) and (c). Attempts to popularize the production and consumption of the Indian Multipurpose Food are being made by various agencies. At present, the Multipurpose Food is being produced only on a pilot-scale at the Central Food Technological Research Institute, Mysore. It is also learnt that a pilot plant has been set up recently at Coimbatore by the CFTRI in collaboration with a private oil-mill. The MPF produced by these pilot-plants has been and is being utilized in acceptability trials and school-feeding programmes, and it is also being distributed with the help of a grant from the Food Department to hospitals, orphanages, destitute homes, maternity and child-health centres, educational institutions, charitable organizations etc. The Food Department of the Government of India has certain proposals under consideration for the production and popularization of the Indian Multipurpose Food during the Third Five Year Plan.

The Food Department has also programmes for the production and popularization of edible low-fat groundnut flour. If edible groundnut flour is produced it could be utilized both for the production of Indian Multipurpose Food and for the manufacture of mixtures with *atta* in varying proportions. Two pilot plants for the production of low-fat edible groundnut flour are being installed with assistance from UNICEF and in collaboration with selected oil mills. It is expected that these plants will produce 10 tons each per day of edible groundnut flour. Depending on the progress of utilization schemes, more such units may be set up during the Third Five Year Plan period.

American Milo

*444. **Shri Assar:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Madras State Government have not succeeded in selling American Milo millets;

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken in the matter?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) As no milo has so far been supplied to the Madras Government, the question of their inability to sell the milo does not arise.

(b) and (c). Do not arise.

राष्ट्रीय बचत प्रमाण पत्र

*४४५. **श्री विभूति मिश्र :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बहुत से डाकघरों में (जिन्हें बचत प्रमाण-पत्र और

टिकट बेचने का अधिकार है) राष्ट्रीय बचत प्रमाण-पत्र तथा टिकटों का स्टाक नहीं रहता है अथवा बहुत कम स्टाक रहता है ;

(ख) क्या यह भी सच है कि बचत टिकटों का बचत प्रमाण-पत्रों में बदलवाने में बड़ी कठिनाई होती है क्योंकि इस के लिय कोई समय नियत नहीं किया गया है ;

(ग) यदि हां, तो क्या सरकार को इस बारे में शिकायतें मिली हैं ; और

(घ) यदि हां, तो उस पर सरकार ने क्या कार्यवाही की है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) जी नहीं ।

(ख) जी नहीं ।

(ग) इस बारे में सरकार को कोई शिकायतें नहीं मिली हैं ।

(घ) प्रश्न ही नहीं उठता ।

Non-Scheduled Air Operators

*446. **Shri Aurobindo Ghosal:** Will **the Minister of Transport and Communications** be pleased to state:

(a) whether the period of licences of the non-scheduled air operators due for renewal has been extended; and

(b) if so, why and for what period?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The Permits of Private Companies engaged in Non-scheduled operations which expired on the 31st December, 1960 were extended for a period of three years. The extension was granted because there was need for the services of the non-scheduled operators.

National Highway between Bhopal and Jabalpur

*447. **Pandit J. P. Jyotishi:** Will the Minister of **Transport and Communications** be pleased to state:

(a) what is the total length of the Highway between Bhopal and Jabalpur *via* Udaipura that has been newly declared as National Highway;

(b) what are the important villages it is to pass by; and

(c) what improvements are proposed to be effected in this highway?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) About 190 miles.

(b) The following are the important villages it passes by:—

Obaidullaganj, Goharganj, Barli, Bareli,

Udaipura, Deori, Tendukhera, Shapura.

(c) A new alignment for this highway has been proposed and views of the State Government of Madhya Pradesh on this proposal are awaited. The nature of improvement works required on the road will be known after the alignment has been decided upon.

I.A.C. Shuttle Service

*448. **Shri Tangamani:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a proposal under consideration to run more shuttle services of I.A.C. for the year 1961-62; and

(b) if so, on which routes?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The details of the additional services proposed to be operated by the Corporation during April-September, 1961 are contained in the summer schedule of the Corporation, of which a copy is laid on the Table of the House. [*See* Appendix II, annexure No. 1]. The winter schedule 1961-62 has not been finalised.

Cinnamon Estate in Kerala

*449. **Shri A. K. Gopalan:** Will the Minister of **Food and Agriculture** be pleased to state.

(a) whether it has come to the notice of Government that a big Cinnamon Estate in Kerala, Anjarekandy is slowly being ruined; and

(b) if so, in view of the importance of the medicine, the steps Government intend to take in the matter?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Development schemes for the cultivation of cinnamon have already been sanctioned in the States of Kerala, Mysore and Tripura Administration.

Rail-Road Transport Co-ordination

*450. **Shri Ajit Singh Sarhadi:**
Shri Ram Krishan Gupta:
Shri P. K. Deo:
Shri Supakar:
Shri Liladhar Kotoki:
Shri P. C. Borooah:
Shri Aurobindo Ghosal:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 1119 on the 1st December, 1960 and state:

(a) whether the Committee on Transport and Co-ordination set up by the Planning Commission have examined problems relating to coordination between the different modes of transport, particularly rail and road transport and their future development;

(b) if so, the result thereof; and

(c) the nature of details of measures taken or proposed to be taken to secure greater coordination between the various means of transport?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The Committee on Transport Policy and Coordination submitted its preliminary report to the Planning Commission in February 1961. The report presents a detailed study of the following subjects:—

(1) Development and Regulation of the Indian Railways.

(2) The Role of Railways as a Public Enterprise.

(3) Administrative Organisation of the Indian Railways.

(4) Development & Regulation of Road Transport.

(5) The Licensing Policies pertaining to Commercial Road Transport.

(6) The existing State of Organisation of Road Transport Industry and its capacity to undertake Public Service Obligations.

(7) Recent trends in the distribution of Traffic between Road Transport and Railways.

(8) Recent trends in Railway Finances.

(9) Inherent advantages of Road and Railway Transport and their comparative costs.

(10) The more important methods of Coordination and their applicability in India.

(11) Rail-Road Coordination in respect of Passenger Traffic.

(12) The Requirements in regard to Future Development of Railways and Road Transport.

Based on these studies, the Committee has set out the main issues in the form of a Questionnaire to elicit comments from the general public and specialists in the field of transportation. The Committee has not made any specific recommendation in regard to coordination of transport or the

formulation of a National Transport Policy, except that it has recommended that Road Transport Corporations should be set up by the State Governments for the management of State Passenger Road Transport Undertakings. This is a reiteration of the policy already accepted by the Planning Commission.

Food Production

*451. **Shri Inder J. Malhotra:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there has been any increase in the food production during the Second Five Year Plan period, calculated on the basis of average yield per acre;

(b) whether this increase, if any, was due to the supply and application of more fertilisers or due to the better seeds made available to the farmer; and

(c) whether the prices have also shown fall and rise in accordance with the rise and fall in the total food production during the Second Five Year Plan period?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). Yes, Sir.

Production of foodgrains has generally shown an increase, though there have been fluctuations, from year to year. This increase is mostly due to supply and application of more fertilizers, use of better seeds, provision of more irrigation facilities and application of improved techniques of agricultural production.

(c) In 1957, the price index of Cereal Group showed some rise, but, thereafter fluctuations have been on the whole moderate.

Sunken Vessels in Hooghly

*452. **Shri Indrajit Gupta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that approximately nineteen sunken vessels are embedded in the Hooghly between Calcutta Port and the sea;

(b) whether this has affected the navigability of the channel; and

(c) what steps are being taken to remove the sunken vessels?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) Such portions of the wrecks as were affecting the flow condition of the navigable channels had been removed and normal navigation has been maintained.

(c) It is neither economical nor practicable to remove the wrecks embedded in the river *in toto*. The Commissioners are considering the appointment of a salvage firm as their consultants on matters relating to salvage.

One of the wrecks, which has not been salvaged and is likely to interfere with the flow conditions of the navigable channel, is the Dredger "Lake Fithian", which sank off Fulta recently. This vessel belongs to the Amsterdamsche Ballast Co., a Dutch firm of dredging contractors, engaged for carrying out the Fulta Point River Training work. A Dutch salvage firm has been engaged by the Amsterdamsche Ballast Co. for removing the wreck. Work on the salvage of the Dredger "Lake Fithian" is expected to commence towards the close of April 1961.

Small Planes for Private Charter

*453. **Shri Karni Singhji:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any proposal with the Indian Airlines Corporation for making available to the public 4 to 8 seater planes for private charter in view of the pressing demand for small chartered planes; and

(b) whether it is proposed to acquire some 4-seater Bonanza type of planes which may be locally available in India in good condition for charter?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). No, Sir.

Delivery of Fruits at Sabzimandi Station

*454. **Raja Mahendra Pratap:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that vegetable and fruit sellers of Sabzimandi are experiencing difficulty in getting their vegetables and fruits promptly delivered from the Railway Station;

(b) whether the Ministry of Railways has received any complaints from them; and

(c) whether it is also a fact that a similar complaint has also been received from Firozabad?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). No, Sir.

Panchayat Raj

*455. **Shri M. C. Jain:**
Shri Chuni Lal:
Shri Onkar Lal:

Will the Minister of **Community Development and Cooperation** be pleased to state:—

(a) whether the All India convention of Scheduled Castes and Scheduled Tribes legislators was recently held in Hyderabad and passed a resolution on Panchayati Raj criticizing the method of election and constitution of various Panchayat institutions being set up in various States;

(b) whether a copy of the resolution will be laid on the Table; and

(c) the reaction of the Government to that resolution?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) The All India convention of Scheduled Castes and Scheduled Tribes Legislators was not sponsored by this Ministry nor has a copy of its resolution been received by us.

(b) and (c). Do not arise.

Haldia-Kharagpur Rail Link

*456. **Shrimati Renu Chakravartty:** Will the Minister of **Railways** be pleased to state:

(a) the progress made regarding the Haldia-Kharagpur rail link; and

(b) by when the work will start?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The question of including the construction of a new Railway line to serve the proposed new Port at Haldia in the Railway's Third Five Year Plan is under consideration.

Rural Water Supply in the Country

*457. **Shri Harish Chandra Mathur:** Will the Minister of **Health** be pleased to state:

(a) which of the ministries and agencies deal with Rural Water Supply problem in the country;

(b) whether Health Ministry's role has been cut down or considerably curtailed for this subject during the Third Five Year Plan;

(c) if so, the reasons therefor; and

(d) what is the proposed provision for rural water supply exclusively?

The Minister of Health (Shri Karmarkar): (a) Rural Water Supply problem at the Centre is dealt with by the Ministries of Health, Community Development and Cooperation and Home Affairs, and by the Planning Commission. In addition, some State Governments have also undertaken

rural water supply schemes on their own.

(b) and (c). As only certain elaborate types of rural water supply schemes are proposed to be taken up under the National Water Supply and Sanitation Programme, there will be limited provision under the 'Health' Plan. In this connection attention is also invited to paras 39—41 of Chapter Vi of the Draft Outline of the Third Five Year Plan.

(d) About Rs. 50—55 crores are likely to be available for rural water supply schemes under the various programmes in the Third Five Year Plan.

परिवहन चालकों को ऋण की सुविधायें

*४५८. श्री भक्त दर्शन :
श्री राम कृष्ण गुप्त :

क्या परिवहन तथा संचार मंत्री १६ दिसम्बर, १६६० के तारांकित प्रश्न संख्या ६६३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि परिवहन चालकों को ऋण सम्बन्धी सुविधायें प्रदान करने की योजना के बारे में क्या निर्णय किया गया है और उस में क्या प्रगति हुई है । ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : नवम्बर, १६६० में हुई प्रदेश परिवहन कमिश्नरों एवं कंट्रोलरों के सम्मेलन की सिफारिशों के अनुसार गैर-सरकारी क्षेत्र के परिवहन चालकों को ऋण की सुविधा देने के लिये एक प्रदेश परिवहन वित्त निगम व इसी प्रकार की किसी एक संस्था की स्थापना के लिए एक योजना बनाई जा रही है । परन्तु इसे अन्तिम रूप देने में अभी कुछ समय लगेगा । इस बीच स्वयम् प्रदेश सरकारें इन चालकों को आर्थिक सहायता देने के तरीकों के प्रश्न पर विचार कर रही हैं ।

Purchase of Ships from Poland

*459. **Shri Ram Krishan Gupta:**
Shri Rameshwar Tantia:
Shri Pangarkar:
Shri D. C. Sharma:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 377 on the 23rd November, 1960 and state the nature of decision taken for the purchase of some ships from Poland?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The Indian Shipping Companies have not yet taken any decision regarding the purchase of ships from Poland.

Commercial Marketing Obligations

*460. **Shri Vidya Charan Shukla:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 425 on the 16th August, 1960 and state the outcome of discussions for reducing the commercial marketing obligations Government of India had with the Governments of U.S.A., Australia and Canada?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): This matter will come up for reconsideration at the time of annual review in June, 1961.

Shipping of Foodgrains from U.S.A.

*461. **Shri Kodiyan:**
Shri Raghunath Singh:
Shri Rameshwar Tantia:
Shri Pangarkar:
Shri B. C. Mullick:
Shri Hem Barua:
Shri Damani:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Government are considering a proposal for acquisition of ships from private parties to transport foodgrains from the United States under the Indo-U.S. food deal; and

(b) if so, the main details of the proposal under consideration?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). It is difficult to give full details as several offers from various parties have been received in regard to acquisition of ships by India for the transport of foodgrains from the United States under the Indo-U.S. food deal. These offers have been examined and most of them have been found unacceptable to the Government of India. There are some under consideration.

Guntur-Vijayawada Line

*462. **Shri Osman Ali Khan:** Will the Minister of **Railways** be pleased to state:

(a) whether Government have sanctioned the conversion of the Guntur-Vijayawada line to broad-gauge;

(b) whether the Railways intend to ply the Madras Calcutta Mail and Express Trains *via* Guntur instead of Tenali; and

(c) when the scheme is expected to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (c). It is proposed to lay an additional broad gauge line between Guntur and Tadepalli alongside the existing metre gauge line. Construction of this line is likely to be completed by middle of 1962.

(b) No Sir.

Import of Fertilizers

*463. **Shri Chintamoni Panigrahi:**
Shri Morarka:
Shri Nathwani:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the import of fertilizers has got the top priority in the 1961-62 import year;

(b) whether adequate amount of fertilizers has been imported by now; and

(c) what is the present supply position of fertilizers in the country?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Contracts for the supply of 5,84,750 tons of fertilizers in terms of sulphate of ammonia to be delivered during March—June, 1961 have so far been placed;

(c) The supply during 1960-61 is expected to be 10,86,000 tons in terms of sulphate of ammonia, or 42% of the level of demand.

Air Crash near Safdarjang Airport New Delhi

*464. **Shri Raghunath Singh:**
Shrimati Ila Palchoudhuri:
Shri D. C. Sharma:
Shri P. C. Borooah:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that a twin-seater Piper Cub aircraft took off on its own on the morning of 16th January, 1961 from Safdarjang airport, rose about 35 feet and crashed near the railway line at the southern end of the air field;

(b) if so, the cause of the accident; and

(c) the action taken in the matter?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c). Yes, Sir. A Piper Cub aircraft got airborne from Safdarjang airport on the 16th January, 1961 without the pilot and crashed after gaining a height of about 15 feet. It seems the pilot swung the propeller for starting the aircraft. The engines started and picked up sufficient RPM (Revolutions Per Minute) to move the aircraft forward. The aircraft gathered speed before the pilot could get into the aircraft.

The accident is under investigation.

Supplementary Foods

*465. **Shri P. C. Borooah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Inter Ministerial Agriculture Production Board of the Central Agriculture Ministry proposed a scheme to increase the production of supplementary foods and their proper preservation before actual consumption;

(b) if so, what is the scheme;

(c) what is the present annual production of these foods; and

(d) what is the target set out under the scheme?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). No scheme, as such was proposed by the Board to increase the production of supplementary foods and their proper preservation before consumption. The Board, however, considered the following important programmes formulated by the Central Food Technological Research Institute and the Department of Food for the development of subsidiary, supplementary and diversified foods during the Third Five Year Plan:—

(i) Development of improved foodstuffs like edible groundnut flour, multi-purpose food, macaroni products, and enriched wheat flour etc.

(ii) Development of parboiled rice by improved techniques.

(iii) Wax emulsion for successful storage and transportation of perishable foodstuffs.

(iv) Infant food industry based on milk.

(c) A small production unit for the preparation of Indian Multi-purpose food which is one of the supplementary foods, is working at Coimbatore and its annual production capacity is about 1,000 tons.

(d) No targets under the expanded programme have so far been finalised.

Agricultural Programmes

*466. **Shrimati Ila Palchoudhuri:** Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether it is a fact that some proposals for giving help in intensifying the agricultural programme through the Development and Extension Services Blocks have been communicated to State Governments;

(b) if so, details of the proposals; and

(c) the reaction of the State Governments thereto?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) Yes, Sir.

(b) and (c). In the Community Development Programme special emphasis is being laid on increasing agricultural production.

2. To achieve this, instructions on the following lines have been issued to the State Governments;

(i) VLWs should devote 70 to 80% of their time to activities under agriculture;

(ii) To ensure that the VLWs, being key functionaries in this programme, devote sufficient attention to agricultural activities, their job chart has been revised and the State Governments have been requested to translate it into a time-table of operations depending on the local conditions;

(iii) A model job chart for the Agricultural Extension Officer has been drawn up and sent to State Governments;

(iv) To provide more funds to augment productive activities, the existing provision of Rs. 3:9 lakhs in Stage I Blocks' Schematic Budget is being increased to Rs. 4:5 lakhs during the Third Plan period;

(v) To give a more definite shape and direction to the efforts that are being made in this regard, several State Governments have taken up the preparation of village agricultural production plans as suggested to them. In the preparation of these plans, special emphasis is to be laid on utilising locally available resources. The panchayats and cooperatives are to be fully involved in the drawing up of these plans;

(vi) A programme of training progressive farmers through Gram Sahayaks' training camps, has been taken up.

Malpractices in Western Railway Public Relations Officers' Office

*467. **Shri A. K. Gopalan:** Will the Minister of **Railways** be pleased to state:

(a) whether investigations regarding complaints of malpractices in the Western Railway Public Relations Officer's office at Bombay are over; and

(b) if so, the result thereof and action taken thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) Majority of the complaints have not been substantiated. Certain irregularities have, however, been found for which staff are being suitably taken up.

Salem-Bangalore and Tinnevelly-Cape Comorin-Nagercoil-Trivandrum Rail Links

*468. **Shri Tangamani:**
Shri Ram Krishan Gupta:

Will the Minister of **Railways** be pleased to state:

(a) whether a decision regarding Salem-Bangalore Rail Link and Tinnevelly-Cape Comorin-Nagercoil-Trivandrum Rail Link has been taken; and

(b) if so, the nature of decision arrived at?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). No, Sir. At present it is not possible to say more than that it is hoped it will be found possible to make a further allocation of funds, to meet the demands for new lines in certain areas, more particularly in the South.

International Sugar Council

*469. **Shri Ram Krishan Gupta:** Will the Minister of **Food and Agriculture** be pleased to refer to the rep'y given to Starred Question No. 86 on the 15th November, 1960 and state:

(a) whether Government have considered the proposal to become a member of the International Sugar Council; and

(b) if so, the result thereof?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The matter is still under consideration.

(b) Does not arise.

Delhi's Water Supply

*470. **Shri Harish Chandra Mathur:** Will the Minister of **Health** be pleased to state:

(a) whether negotiations for Delhi's Water Supply from Punjab and Uttar Pradesh canals have been finalised;

(b) if not, at what stage this matter rests;

(c) how long has this matter been under negotiations;

(d) what is the nature of the scheme and difficulties, if any; and

(e) whether this matter has received the attention of the Central Cabinet?

The Minister of Health (Shri Karmarkar): (a) No Sir.

(b) Negotiations are going on with the Governments of Punjab and Uttar Pradesh.

(c) Since 2 years.

(d) *From Punjab Sources:*—A scheme known as "Western Yamuna Canal Feeder Project" is being considered. Under this scheme Punjab Government would supply 325 cusecs of water at Wazirabad. Out of the 125 cusecs will be for stabilisation and 200 cusecs for augmentation.

From Uttar Pradesh Sources:—

(i) Supply of 15 cusecs of water at Okhla from the Hindon River for stabilization.

(ii) supply of 200 cusecs of water from the Ramganga Scheme for South Delhi areas.

(iii) Supply of 30 cusecs of water to Shahdara from Tube-wells in the Loni Area in two stages.

(e) No Sir.

Inland Fisheries

*471. **Shri Kodiyan:**
Shri Warior:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) what steps have been taken by Government to develop inland fisheries during the Second Plan period;

(b) whether as a result of these steps there has been any increase in the output of inland fishing;

(c) if so, to what extent; and

(d) the expenditure incurred by the Centre in this respect?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) The development of Inland Fisheries is primarily the concern of State Governments. An allocation of Rs. 370 lakhs was made for Inland Fisheries Schemes of the States during the Second Plan period and loans and grants to the extent admissible under the G.M.F. Rules were made available by the Government of India. In addition, the Central Government made available to the States through the Extension Units the results of experiments on improved methods of fish culture and capture carried out at the Central Inland Fisheries Research Station, Barrackpore.

(b) Yes.

(c) Production figures for all the States are not available. The average increase in production during the Second Plan period in respect of States for which production figures are available is estimated to be about 35 per cent.

(d) An expenditure of about Rs. 35 lakhs has been incurred by the Central Government on research and extension work during the Second Plan period. Under the present procedure, the grant of financial assistance to States is made for the entire group head of 'Animal Husbandry, Dairying and Fisheries.' No separate figures for assistance to States in respect of inland fisheries are readily available.

Malaria Eradication Programme

*472. **Shri P. C. Borooah:** Will the Minister of **Health** be pleased to state:

(a) whether a resolution urging the member countries to give full assistance, administrative and financial, to the Malaria Eradication Programmes of the World Health Organisation was adopted by the Organisation;

(b) if so, what amount is proposed to be spent by Government on such programmes during the ensuing year;

(c) whether a scheme has been prepared to implement the World Health Organisation's recommendation; and

(d) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) The World Health Organisation have no Malaria Eradication Programme of their own. Member Governments have, however, been urged to give administrative and financial support to *their* eradication campaigns so as to ensure thoroughness and efficiency of operations by means of a Resolution adopted recently by the XIVth World Health Assembly on the 16th February, 1961.

(b) Rs. 11,92,66,800 (Approximately).

(c) and (d). Do not arise in view of the reply to part (a) of the question.

Seed Farms in Punjab

684. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state the total amount given to Punjab Government for setting up of seed farms during the year 1960-61?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): Under the revised procedure introduced in 1958-59, Central assistance admissible to various schemes are indicated to State Governments group-wise at the beginning of the year and sanctions in respect of Central assistance to the States for the year 1960-61 will be issued in March, 1961, Group-wise and not scheme-wise. As such information regarding the amount given to Punjab Government for setting up of seed farms during the year 1960-61 is not available. A total outlay of Rs. 30.46 lakhs was agreed to for the Group "Seed Farms" during the year 1960-61.

Overbridge at Shakurbasti

685. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2062 on the 5th September, 1960 and state:

(a) whether the construction of an overbridge at Shakurbasti has been completed; and

(b) the amount spent thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The work is nearing completion.

(b) A sum of Rs. 69,046.56 nP approximately, has been spent so far.

National Dairy Research Institute at Karnal

686. { Shri D. C. Sharma: / Shri Ram Krishan Gupta:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the further progress made in constructing buildings and other items at the National Dairy Research Institute at Karnal; and

(b) when it is likely to be completed?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). Since 5th September, 1960, the progress made in constructing buildings and other items at the National Dairy Research Institute, Karnal is given below:—

1. **Construction of Buildings:**

(a) *Students Hostel*: The Hostel for students is under construction and accommodation for about 100 students is expected to be completed by the end of March, 1961, and the full accommodation for about 180 students is expected to be completed by the end of May, 1961.

(b) *Dairy Technology Division and Dairy Science College*: Tenders were called for construction of these buildings four times by the Central Public Works Department but there has been no response. Tenders are being invited again.

(c) *Administrative Block*: The detailed drawings and estimates for the administrative block have been prepared and the

tenders are expected to be called for during this month.

(d) *Cattle Yard Buildings*: The detailed drawings for the Cattle Yard Buildings are under preparation by the Central P.W.D. and the construction is expected to start in 1961-62.

(e) *Additional Residential Quarters for Staff*: The construction of 26 additional residential quarters for the staff is expected to be taken up during the year 1961-62.

2. Other Items:

It has been decided to start the Post-graduate Wing of the Dairy Science College at the Institute and to institute M.Sc. (Dairying) Degree Course. The Course is expected to start during February or early March, 1961. This Course is being instituted by the Government of India for the first time. It is also proposed to start the B.Sc. (Dairy Husbandry) Degree Course during this year. Most of the equipments proposed to be obtained under Foreign Aid Programme, have been received. The new Experimental Dairy is being equipped and this work is expected to be completed by March, 1961.

The National Dairy Research Institute is a development project and it has been included as such in the Second Five Year Plan under the Dairy Development sector. Further development of the Institute under the Third Five Year Plan is also planned and a provision of Rs. 200 lakhs has been proposed to the Planning Commission.

Circular Railway around Calcutta

687. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2072 on the 5th September, 1960 and state:

(a) whether any progress has since been made in regard to the scheme for Circular Railway around Calcutta; and

(b) if so, the nature thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) Does not arise.

पुरी स्टेशन

६८८. **श्री खुशवक्त राय** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दक्षिण-पूर्व रेलवे के पुरी स्टेशन पर जो सामिष भोजनालय है उस में भोजन के समय भी भोजन नहीं मिलता ; और

(ख) यदि हां, तो इस के क्या कारण हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) और (ख). पुरी रेलवे स्टेशन पर सामिष भोजन की व्यवस्था है और वहां भोजन न मिलने की बात अभी तक नोटिस में नहीं आई है ।

Reservation Clerks on Central Railway

689. Shri Pangarkar: Will the Minister of **Railways** be pleased to state:

(a) the number of reservation clerks on Central Railway grade-wise and station-wise; and

(b) the number of passenger guides working on Central Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A statement is given below.

STATEMENT

There are 33 Reservation Clerks on the Central Railway whose grade-wise and station-wise distribution is as follows:—

Station	*Grade*	*No.*
	Rs.	
Bombay V.T.	150-240 (AS)	23
Poona	,,	5
Jabalpur	,,	1
Secunderabad	,,	2
Hyderabad	,,	2
Total	..	33

In addition to the above, Enquiry Clerks at the following stations attend to combined duties of Enquiry Clerks and Reservation Clerks while working on shift duties:

Station	*Grade*	*No.*
	Rs.	
Bombay V.T.	150-240 (AS)	5
Dadar	,,	2
Poona	,,	2
Nagpur	205-280 (AS)	1
,,	150-240 (AS)	5
Sholapur	,,	1
		16

Casual Workers

690. Shri Pangarkar: Will the Minister of **Railways** be pleased to state:

(a) the total number of casual workers on the Central Railway at present;

(b) how many of such workers have put in more than one year of continuous work; and

(c) the number absorbed in regular service during the same period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 51699 (as on 31.12.60).

(b) 4137.

(c) 3166.

Electrification of Stations on S. Railway

691. Shri Pangarkar: Will the Minister of **Railways** be pleased to state:

(a) the number of railway stations which have been electrified during the year 1960-61 so far on the Southern Railway; and

(b) the number of railway stations still pending to be electrified?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). During 1960-61, upto 15.2.1961, 37 stations have been electrified. Work is in progress at 36 more stations. 37 stations where power is expected to be available in 1961-62 are proposed to be programmed for electrification during 1961-62. The remaining stations will also be taken up for electrification on a programme basis.

Levelling Operations in Maharashtra

692. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state the financial assistance given to Maharashtra State by the Central Government for levelling operations of land for agricultural purposes during the year 1960-61 so far?

The Minister of Agriculture (Dr. P. S. Deshmukh): There are two schemes for levelling and terracing of lands in the agricultural development plan of Maharashtra, one of which is a research scheme under the group 'Soil Conservation' and the other a works scheme under the group 'land development'. As funds for all such development schemes are made available to State Governments periodically in a lump sum and not by individual schemes, the information asked for is not available with the Government of India.

Foodgrains supplied to Bihar

693. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quantity of foodgrains, both rice and wheat, supplied to the State of Bihar in November, December, 1960 and January, 1961 separately; and

(b) the price at which they were sold to the consumers?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No rice was supplied to the Bihar Government. The following quantities of wheat were distributed in the State from Central stocks:—

Month	*(In '000 metric tons)*
November, 1960	13.9
December, 1960	11.4
January, 1961	13.9

(b) The wholesale ex-godown issue prices charged by the Government are Rs. 17.62 per maund for rice and Rs. 14.00 for wheat plus usual sales tax. The retail prices charged from the consumers are fixed by the local officers by adding to the aforesaid wholesale ex-godown issue prices a sum ranging between Re. 0·50 and Rs. 1.50 per maund, depending on the distance from the nearest Government godown, to cover the cost of transport and the retailer's margin of profit.

Sugar Factories in Bihar

694. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any applications have been received by the Government of India from Bihar for the establishment of sugar factories in the State on co-operative basis during the year 1960-61 so far;

(b) if so, the action taken thereon; and

(c) the number of sugar factories in Bihar by the end of 1960 both in individual and co-operative sectors?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

(c) During 1960-61 season, 28 sugar factories are in operation in Bihar State. None of them is a co-operative factory.

Family Planning Centres in Punjab

695. Shri Hem Raj: Will the Minister of **Health** be pleased to state:

(a) the number of Family Planning Centres opened in the Punjab during the Second Five Year Plan period; and

(b) the number of such Centres proposed to be opened during the Third Five Year Plan period?

The Minister of Health (Shri Karmarkar): (a) 103.

(b) 150 Family Planning Centres are proposed to be opened during the Third Five Year Plan period. Contraceptives will be supplied through all Primary Health Centres/Units and Maternity Child Health Centres

Poultry Farming

696. Shri Kumbhar: Will the Minister of **Food and Agriculture** be pleased to state the financial assistance granted to individuals and co-operative societies belonging to Scheduled Castes and Scheduled Tribes and other backward classes in Union Territories for poultry development during the Second Five Year Plan period so far?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): Necessary information is being collected and will be placed on the Table of the Sabha as soon as available.

Homoeopathy and Ayurvedic System of Medicine in Punjab

697. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state the financial assistance given by the Central Government for the development of Homoeopathy and Ayurvedic system of medicines in Punjab State during the Second Five Year Plan period?

The Minister of Health (Shri Karmarkar): An amount of Rs. 1.74 lakhs has been allocated to the Government of Punjab for each of the years 1959-60 and 1960-61 for the development of Indigenous Systems of Medicine.

Drinking Water Supply for Villages of Pathankot (Punjab)

698. Shri D. C. Sharma: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 321 on the 18th November, 1960 regarding scheme for drinking water supply to the village of Pathankot (Punjab) and state whether the Third Scheme estimated to cost rupees eighty-five thousands has since been approved?

The Minister of Health (Shri Karmarkar): Yes.

Medium Irrigation Projects in Jammu and Kashmir

699. **Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to state:

(a) the amount of financial assistance asked for and proposed to be given towards the construction of Medium Irrigation Projects in Jammu and Kashmir during 1960-61; and

(b) the names of the projects sanctioned?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A sum of Rs. 18·43 lakhs was provided as Central Assistance by way of loan to the Jammu & Kashmir State for the construction of the Kathua Feeder during the financial year 1960-61. In addition to this a sum of Rs. 343·99 lakhs has been allotted as Central Assistance to the State Government for their Miscellaneous Development Schemes. It is for the State Government to select their Development Schemes including medium irrigation projects on which this assistance may be utilised. The list of the Development Schemes has not been received from the State Government so far.

Hydro-Electric Power in Ladakh Area

700. **Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 343 on the 18th November, 1960 and state the progress made by the team of experts of the Central Water and Power Commission which visited Leh in the Ladakh district of Jammu and Kashmir to explore the possibilities of generating hydro-electric power in the area?

The Deputy Minister of Irrigation and Power (Shri Hathi): The Survey report of the team has been completed. According to this report, Khardung nalla and Phiang nalla near Leh have, *prima facie*, been found suitable for small hydel schemes. The Government of Jammu and Kashmir have been advised to start discharge measurements on these rivulets to enable formulation of power development proposals.

Quarters for Railway Employees on S. Railway

701. **Shri Siddiah:** Will the Minister of Railways be pleased to state:

(a) the number of quarters and the places in which they have been constructed for Railway employees on the Southern Railway during 1959-60 and 1960-61 so far;

(b) the number of quarters allotted during the period; and

(c) the number of employees on the waiting list as on the 1st February, 1961?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 2,958 quarters were constructed on the Southern Railway during the two years 1959-60 and 1960-61. The break-up of these quarters division-wise is as follows:

Madras	..	529
Bezwada	..	650
Guntakal	..	240
Hubli	..	176
Mysore		100
Tirchchirapalli	..	546
Madurai	..	392
Olavakkot	..	325

(b) All the above quarters were allotted soon after completion.

(c) The total number of staff on waiting list as on 1-2-1961 was 11,196.

Reservation of Posts for S. C. and S.T. on Railways

702. **Shri Siddiah:** Will the Minister of Railways be pleased to state:

(a) whether the Supreme Court has given its judgement in the appeal preferred by Government regarding the reservation of posts for promo-

tion of the Scheduled Castes and Scheduled Tribes;

(b) if so, whether a copy of the judgement will be laid on the Table; and

(c) if the reply to part (a) above be in the negative, what is the next date of hearing?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

(c) Not yet fixed.

Joint Co-operative Farming Societies

703. Shri Pangarkar: Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) the number of co-operative farming societies so far established in Maharashtra;

(b) the extent to which financial assistance was given to the co-operative farming societies so far; and

(c) whether financial assistance has been given to the farming societies as envisaged in the Nagpur Resolution?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) On 31st January, 1961 there were 415 co-operative farming societies of the following four types:

Better farming	46
Tenant Farming	44
Joint farming	112
Collective farming	213
	415

(b) Financial assistance amounting to Rs. 30.01 lakhs has been given to these societies under the following heads:

	Rs. in lakhs
Share capital contribution	5·53
Loans	19·33
Subsidy	6·15
	30·01

(c) The pattern of assistance was laid down by the State government. The Nagpur Resolution on co-operative farming did not suggest any pattern of financial assistance.

Public Call Offices in U.P.

704. Shri Sarju Pandey: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of public call offices in U.P. (district-wise);

(b) whether Government propose to increase their number during 1961-62, district-wise; and

(c) if so, the names of places where these offices are to be provided?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) to (c). The particulars are shown in the statement laid on the Table. [See Appendix II, annexure No. 2].

Forest Development in U.P.

705. Shri Sarju Pandey: Will the Minister of **Food and Agriculture** be pleased to state the amount allotted to U.P. State during 1960-61 so far for forest development?

The Minister of Agriculture (Dr. P. S. Deshmukh): A sum of Rs. 58·07 lakhs has been allotted to Uttar Pradesh State during 1960-61 so far, as indicated below:—

Year	*Loan**	*Grant**
		(Rs. in lakhs)
1960-61	40·83	17·24

*The above amounts are for both forestry and Soil Conservation Schemes as under the revised financial arrangements combined provision is made under these two groups.

Telephone Connections

706. Shri Kumbhar: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there was a proposal for telephone connection of the Railway station and commercial town sub-post Office Kantabhanji with the sub-Post Office Belpara of the Postal Division Balangir in Orissa circle;

(b) if so, by what time it could be connected;

(c) the reasons for the delay;

(d) the number of applications for new telephone connections received by the postal authority of Kantabhanji town; and

(e) the action being taken thereon?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) to (c). The proposal to conect Kantabhanji with Balangir was dropped as it involved a loss. A P.C.O. at Kantabhanji has, however, been sanctioned to connect it with Raipur. That work is in progress and the P.C.O. is expected to be opened by April, 1961.

(d) 31.

(e) A scheme for opening a telephone exchange is under examination. It will be sanctioned if it does not involve any loss to the Department.

Kantabhanji Station

708. Shri Kumbhar: Will the Minister of **Railways** be pleased to state:

(a) whether it has come to the notice of the higher authorities that there is a shortage of drinking water supply to the residents of Kantabhanji Railway Station on South Eastern Railway; and

(b) if so, what arrangement is going to be made for adequate water supply throughout the year?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

Sub-Post Offices in Orissa Circle

709. Shri Kumbhar: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of Extra-Departmental Branch Post Offices converted into Sub-Post Offices in Orissa Circle, Postal Division-wise, during the Second Five Year Plan period so far;

(b) the number of such conversion cases pending at present, Postal Division-wise; and

(c) the reason for delay?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) to (c). A statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No. 3].

Extra-Departmental Branch Post Offices in Orissa

710. Shri Kumbhar: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Extra-Departmental Branch Post Offices have been opened so far in all the headquarters of the Gram Panchayats in Orissa Postal Circle, Postal Division-wise;

(b) if not, by what time such offices would be opened in the rest of those headquarters;

(c) whether the Gram Panchayat headquarters have been overlooked and such offices have been opened in other villages, Postal Division-wise; and

(d) if so, the number and reason thereof?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) It is not the policy of Government at present to open post offices in every Gram Panchayat headquarters.

(c) Some Post Offices have been opened in other villages in preference to Gram Panchayat headquarters.

(b)	*Name of Division*	*No. of cases*	*Reason*
	Cuttack	1	Opened on the suggestion and concurrence of the local revenue authorities.
	Sambalpur	7	Opened on the recommendations of the State Government.

Telephone Bills

711. Shri Kumbhar: Will the Minister of **Transport and Communications** be pleased ot state:

(a) whether it is a fact that payment is not made in time on account of telephone late fee bills submitted by the various Post Offices of Orissa circle to the Telephone Revenue Office, Calcutta;

(b) if so, the number of such old cases pending with Telephone Revenue Office, Calcutta; and

(c) the reason for delay in the disposal of such cases?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) There has been some delay.

(b) Out of 1546 late fee bills received during the calendar year 1960, 961 have been passed for payment and 585 are under scrutiny.

(c) Due to delay in the issue of trunk call bills themselves, which has since been overtaken, the scrutiny of late fee claims could not be attended to in time. These are expected to be disposed of shortly.

Improved Cattle and Poultry Farming

712. Shri Kumbhar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the nature of help given by the Central Government to Orissa State for the improved cattle and poultry breeding schemes during the Second Five Year Plan period year-wise so far;

(b) the nature of implementation of the schemes in the State with that Central help during that period so far; and

(c) how much is being allotted for the Third Five Year Plan on the same schemes?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (c). Financial assistance by way of grants is being given to the Government according to the pattern of financial assistance approved for such scheme separately in the Animal Husbandry sector. A statement showing the actual expenditure (Central share) incurred in 1956-57 and 1957-58, the grants released to the State Government in 1958-59 and 1959-60 the estimated Central share of expenditure in 1960-61 and the provision agreed to by the Working Group for the Third Plan (Central as well as State share) is laid on the Table. [*See* Appendix II, annexure No. 4]. The grants include the cost of TCM equipment (Artificial Insemination sets, Castrators, Capillator, poultry equipment etc.) supplied to the State Government in 1957-58 and 1958-59.

(b) A statement is laid on the Table. [*See* Appendix II, annexure No. 4].

Prevention of Cattle Disease in Orissa

713. Shri Kumbhar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the nature of help given by the Central Government to Orissa for prevention of cattle disease during the Second Five Year Plan period year-wise so far;

(b) the nature of implementation of the schemes in the State with that Central help during that period so far; and

(c) how much is being allotted for the Third Five Year Plan on the same schemes?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The undermentioned financial assistance has been given by the Government of India to Orissa State for the eradication of Hinderpest during the Second Five Year Plan period:

Year	*Amount of assistance* Rs.
1956-57	80,000
1957-58	1,07,557
1958-59	1,20,000
1959-60	1,27,000
1960-61	2,75,000

In addition 6 Jeeps, 6 Kerosene Oil Operated Refrigerators and One Deep Freeze Unit have been given on loan to Orissa State under the Rinderpest Eradication Scheme subject to the condition that on the expiry of the campaign the State will have the option to retain the equipment on payment of its depreciated value.

The Rinderpest Eradication Scheme in Orissa State is progressing satisfactorily. From the inception of the scheme till the end of April, 1960, 42.20 lakh animals have been vaccinated with Hinderperst Vaccin.

(c) Rs. 5.12 lakhs.

Wild Life in Orissa

714. Shri Kumbhar: Will the Minister of **Food and Agriculture** be pleased ot state:

(a) the nature of help given by the Central Government to Orissa State for the welfare and protection of the wild animals and birds during the Second Five Year Plan period year-wise so far;

(b) the nature of implementation of the scheme in the State with that Central help during that period so far; and

(c) how much is being earmarked for the Third Five Year Plan period?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) In the Second Five Year Plan, the Orissa Government have included a scheme "Creation of National Park and Game Sanctuaries" at a cost of Rs. 4,69,000. The Central Government provides subsidy upto 50 per cent of the non-recurring expenditure on such schemes. In addition to financial assistance, the Advisers on forestry provide technical advice as and when sought by a State Government. During the first two years of the plan the following grants were sanctioned for this scheme by way of Central share of expenditure—

1956-57	..	Rs. 15,000
1957-58	..	Rs. 40,800

In accordance with the revised financial procedure, lump sum grants were provided for Forestry and Soil Conservation Schemes for subsequent years. Uptodate information about the Central assitance actually utilised for the scheme is being collected and will be placed on the table as soon as received.

(b) Uptodate information is being collected and will be placed on the Table of the House as soon as it is available.

(c) A sum of Rs. 11,50,000 is proposed for the 3rd Five Year Plan.

Aid to Orissa for Fish Breeding

715. Shri Kumbhar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the nature of help given by the Central Government to Orissa State for the improved fish breeding and fishing schemes during the Second Five Year Plan period year-wise so far;

(b) the nature of the implementation of the schemes with that Central help during that period so far; and

(c) how much is being allotted for the Third Five Year Plan period for the State on the same schemes?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Central financial assistance as indicated below was given to the Orissa State for fishery schemes during the first two years of the Second Five Year Plan:

Year	*Grant* (Rs. in lakhs)	*Loan* (Rs. in lakhs)
1956-57	1.93	4.08
1957-58	2.08	5.40

In accordance with the revised procedure for Central assistance to States, sanctions during the years 1958-59 and 1959-60 were issued under the Head of Development "Animal Husbandry; Dairying and Fisheries". It was left to the State Governments themselves to allocate the Central assistance thus sanctioned among the various schemes on the basis of expenditure incurred. The amounts sanctioned to the Orissa State by way of loans and grants in respect of the group "Animal Husbandry, Dairying and Fisheries" during the years 1958-59 and 1959-60 are as indicated below:—

1958-59		*1959-60*	
		(Rs. in lakhs)	
Grant	Loan	Grant	Loan
13.58	15.75	11.13	11.77

Sanctions for 1960-61 are still to be issued.

In addition, the Central Inland Fisheries Research Sub-Station at Cuttack provided training to the technical staff of the State Fisheries Department in the technique of induced breeding of carps by administering pituitary harmones. During the last four years 175 lakhs of spawn and 39 lakhs of fry and fingerlings of carps produced by the new technique have been supplied to the State Fisheries Department for stocking.

(b) 36 fish seed centres have been established. Over 61 lakhs of fingerlings have been produced in these centres. 13 village reclamation Service Units have been established to help in the reclamation of water areas for fish culture. Two demonstration fish farms have been established; one for demonstrating pure water fish culture and the other for brackish water fish culture. Successful experiments in power fishing were conducted in the Hirakud Reservoir and the estuarine and coastal waters. Applied researches are being carried out by the State Government with Central assistance on problems relating to fresh water biology and technology.

(c) A tentative allocation of Rs. 150 lakhs has been made in the State Sector for Fisheries Schemes of the Orissa State during the Third Plan.

Soil Conservation in U.P.

716. Shri Sarju Pandey: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total amount allotted for soil conservation in U.P. during the Second Plan period;

(b) the amount utilised so far by the State Government; and

(c) the nature of programmes undertaken in Uttar Pradesh under soil conservation schemes?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Rs. 143·63.

(b) Rs. 127.90 lakhs till the end of Second Plan Period.

(c) The following schemes were undertaken by the State Govt. under this programme:—

1. Scheme for afforestation of U.P.-Rajasthan Border and Ravines.
2. Scheme for expansion of activities at State Soil Conservation Farms, Rehmankhera.
3. Pilot Soil Conservation Project to demonstrate the various soil conservation measures.

4. Reclamation of usar and eroded land and setting up of Demonstration Soil Conservation Projects under Second Five Year Plan.

5. Establishment of Training Centre at State Soil Conservation Farm, Rehmankhera.

6. Soil Conservation in Agricultural lands under the Second Five Year Plan.

7. Scheme for the Survey of Ravines.

8. Afforestation of Ganga Kholas in Saharanpur and Muzaffarnagar Districts.

9. Afforestation of catchment areas of Ganga and Yamuna rivers in Meerut and Bulandshahr Districts.

10. Afforestation of catchment areas of river Ganga and its tributaries in Garhwal and Bijnor Districts.

T.B. Control in U.P.

717. **Shri Sarju Pandey:** Will the Minister of **Health** be pleased to state:

(a) the total amount of money given to Uttar Pradesh during the Second Five Year Plan period for anti-TB. work in the State; and

(b) how much is being allotted to Uttar Pradesh for this purpose in the Third Five Year Plan?

The Minister of Health (Shri Karmarkar): (a) Grants amounting to Rs. 2,29,000 have been sanctioned so far to voluntary T.B. institutions in Uttar Pradesh for anti-TB work.

No assistance was given to Uttar Pradesh Government during 1956-57 and 1957-58 for anti-TB work. Since 1958-59, the Central assistance for Centrally aided schemes is given in lumpsum and not for individual schemes. The States are free to utilise the amount on individual schemes approved by the Central Government.

(b) The allocations to various States for the Third Five Year Plan have not yet been finalised.

Iron and Steel allotted to Rajasthan

718. **Shri Onkar Lal:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quantity of iron and steel demanded and allotted to Rajasthan for agricultural purposes for the year 1960-61; and

(b) the steps taken to supply the allotted quota?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Demand and allotment or iron and steel to Rajasthan for agricultural purposes during 1960-61 are 31,108 and 23,062 tonnes respectively.

(b) Since agricultural quota was not included in the 'Core' priority, supplies against this quota were poor. In order to expedite supplies, the question of including the agricultural quota of iron and steel in the 'Core' priority was taken up. It has since been decided to include it in the 'Core' priority and all concerned have been informed to arrange supplies under that priority.

Anti-Corruption Organisation on Western Railway

719. **Shri Onkar Lal:** Will the Minister of **Railways** be pleased to state the achievements of the Anti-Corruption Organisation on the Western Railway since January, 1960 so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): During the period January 1960 to December 1960 the Vigilance Branch of the Western Railway dealt with 132 cases, which *prima facie* merited departmental action. Some of the irregularities detected are given below:—

(i) Detention of goods with a view to obtaining illegal gratification.

(ii) Demanding illegal gratification from consignors for early despatch of their packages.

(iii) Resale of tickets.

(iv) Booking goods against restrictions.

(v) Allowing passengers to go without checking them on acceptance of illegal gratification.

(vi) Supply of materials below specification.

(vii) Fraudulant payments to contractors.

(viii) Mis-declaration of goods.

(ix) Accumulation of wealth disproportionate to the known sources of income.

(x) Utilising railway labour for private work.

(xi) Charging false T.A.

(xii) Securing appointments by concealing antecedents.

(xiii) Misuse of Passes & PTOs.

(xiv) Misappropriation of railway material.

Stress was also laid on preventive aspect and a separate wing was set up for detection of defects in the system of working of various departments in order to remedy them and thus eliminate sources of corruption. This wing organised surprise raids to check unbooked or under weighed consignments, ticketless travel, placement of wagons etc. for recovery of due freight, excess charges, demurrage charges etc. These surprise checks resulted in the recovery of an amount of Rs. 18,058.34 nP in addition to the punishment of 63 employees.

Departmental action finalised in Vigilance cases resulted in the imposition of the following punishments:—

Dismissal	5
Removal	25
Compulsory retirement	2
Reduction	15
With-holding of increments or promotion	66
Other punishments	74

Flood Control in Rajasthan

720. Shri Onkar Lal: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Rajasthan Government have supplied the details of the flood control schemes which they intend to take up in 1961; and

(b) if so, the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). Only the following details in respect of the undernoted schemes which are intended to be taken up in 1961 have been received:—

(i) *Pahari Kuman drainage scheme.*— This scheme envisages the construction of a drainage system 32 miles long to cater for the drainage of north Bharatpur areas as well as for a part of the Gurgaon district of the Punjab State. The scheme will also help in reducing drainage congestion and flooding around National Highway No. 8 (Delhi-Jaipur).

(ii) *Ghaggar Flood control scheme.*— This scheme which is estimated to cost Rs. 100.44 lakhs envisages the canalisation of river Ghaggar below Ottu reservoir after syphoning it through the Rajasthan Feeder Canal. The canalised channel would then be led into a big depression near Jakhranwali village where the waters are proposed to be stored. The scheme has not, however, been yet finally worked out.

Co-operative Societies on W. Railway

721. Shri Onkar Lal: Will the Minister of **Railways** be pleased to state the names and the number of co-operative societies functioning on the Western Railway among the staff (Division-wise)?

The Deputy Minister of Railways (Shri Shahnawaz Khan): A statement is laid on the Table. [*See* Appendix II, annexure No. 5.]

Strikes on Western Railway

722. **Shri M. B. Thakore:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that nearly eighty-nine Railway employees who went to strike were dismissed or removed and one hundred forty were suspended during strike period (11th July to 17th July, 1960) on the Western Railway on all the eight Divisions; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The latest figures of staff dismissed/removed from service is 28. Of these, 17 were dismissed/removed from service as a result of conviction in Courts and 11 as a result of departmental investigation.

The latest figure of persons under suspension is 38, 37 of these are under suspension since their cases are pending with Police or Courts. Only one employee is under suspension in connection with departmental enquiries.

पदाधिकारियों का प्रशिक्षण

७२३. { श्री भक्त दर्शन :
श्री राम कृष्ण गुप्त :

क्या सामुदायिक विकास तथा सहकार मंत्री २२ दिसम्बर, १९६० के तारांकित प्रश्न संख्या १०५५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) प्रशिक्षक पदाधिकारियों के शिक्षण केन्द्रों के वर्तमान पाठ्यक्रम पर विचार करने के लिये जो अध्ययन दल नियुक्त किया गया था उस के सदस्य कौन-कौन हैं ;

(ख) उक्त दल ने अपने कार्य में अब तक क्या प्रगति की है ; और

(ग) उस का कार्य कब तक पूरा हो जाने की आशा है ?

सामुदायिक विकास और सहकार उपमंत्री (श्री ब० सु० मूर्ति) : (क) अनुस्थितिज्ञान तथा अध्ययन केन्द्रों के वर्तमान पाठ्यक्रम पर विचार करने के लिये जो अध्ययन दल नियुक्त किया गया था, उस के सदस्यों के नाम नीचे दिये गये हैं :—

(१) श्री एस० चक्रवर्ती, प्रधानाचार्य, सामुदायिक विकास सम्बन्धी अध्ययन एवं अनुसंधान संस्था, मसूरी ।

(२) श्री बी० एम० पांडे, प्रधानाचार्य, अनुस्थितिज्ञान तथा अध्ययन केन्द्र, निलोखेरी ।

(३) श्री गुलाम हुसैन, प्रधानाचार्य, अनुस्थितिज्ञान तथा अध्ययन केन्द्र, बक्शी का तालाब, लखनऊ ।

(४) श्री बी० रुद्रामूर्ति, प्रधानाचार्य, अनुस्थितिज्ञान तथा अध्ययन केन्द्र, मैसूर ।

(ख) व (ग). अध्ययन दल ने अपना प्रतिवेदन प्रस्तुत कर दिया है : जैसाकि अध्यक्ष महोदय ने दिनांक २२-१२-१९६० को तारांकित प्रश्न संख्या १०५५ के सम्बन्ध में निदेश किया था, प्रतिवेदन की प्रतियां संसदीय कार्य विभाग को सभा पटल पर रखने के लिये ४-१-१९६१ को दी गई थीं ।

New Lines in Coal Field

724. **Shri Ram Krishan Gupta:** Will the Minister of **Railways** be pleased to state:

(a) whether the programme for construction of new lines in coal field areas during Third Five Year Plan has been finalised; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) Does not arise.

I. & P. Seminar Field at Bangalore

725. **Shri Ram Krishan Gupta:**
Shri Rameshwar Tantia:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 60 on the 15th November, 1960 and state:

(a) whether Government have considered the recommendations of the Seventh Irrigation and Power Seminar held in September, 1960 at Bangalore; and

(b) if so, with what result?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) Follow up action has been completed on two out of the three subjects on which recommendations had been made by the Seminar. The following statement explains the position:—

1. *Apportionment of cost and allotment of reservoir storage space for hydel power, irrigation, navigation and flood control schemes in multi-purpose projects.*

The report of the Sub-committee, as accepted by the Seminar has been commended to all State Governments/ Project authorities on 26-11-60 for information and guidance.

2. *Establishment of Supergrids and organisational procedure for their control.*

The resolution of the Seminar regarding the establishment of a Cell in the C.W.&P.C., to take up the question of Planning regional Supergrids in association with the State Electricity Boards and Public Electric Supply Under-takings and Corporations, has been examined The necessary proposals for the creation of this Cell are in the process of formulation.

It is also proposed to secure the services of a foreign expert for a limited period, under the T.C.M. Programme, to render necessary technical assistance in the planning and design of Super-Grid System.

3. *Rationalisation of the procedure for disposal of surplus machinery on projects including revision of the formula for calculating depreciation of machinery.*

All the recommendations made by the Seminar Sub-Committee have been accepted by Government, subject to a minor modification in the provision relating to the calculation of minimum depreciation. The recommendations have been commended to State Governments/Project authorities on 9-12-60 for implementation.

Agricultural Administration Committee

726. **Shri Vidya Charan Shukla:**
Shri Ram Krishan Gupta:
Shri Ajit Singh Sarhadi:
Shri Rami Reddy:
Shri Pangarkar:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 104 on the 15th November, 1960 and state:

(a) which of the other States have since sent in their proposals regarding implementation of the recommendation of the Agricultural Administration Committee; and

(b) what action has been taken on such proposals?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). A note containing the required information is laid on the Table. [*See* Appendix II, annexure No. 6.]

Reengus-Didwana Line

727. Shri Rameshwar Tantia: Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal for construction of a railway line from Reengus to Didwana (Rajasthan)

via Danta and Losal; and

(b) whether any survey has been made of this area where there is no railway line for several miles?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) No.

भारत से पशुओं का निर्यात

७२८. श्री प्रकाश वीर शास्त्री: क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि खाद्य तथा कृषि मंत्रालय या कृषि विभाग के किसी अधिकारी की ओर से विदेशों में भारत से पशुओं के निर्यात के लिये कोई विज्ञापन दिया गया है ;

(ख) यदि हां, तो क्या उस विज्ञापन की एक प्रति पटल पर रखी जायेगी ; और

(ग) भारत से वर्ष १९५६, १९५७, १९५८, १९५९ तथा १९६० में कितनी गायें, सांड़ बछड़ी-बछड़े और अन्य पशु विदेशों को भेजे गये और उनसे कितनी विदेशी मुद्रा सरकार को प्राप्त हुई ?

कृषि उपमंत्री (श्री मो० वें० कृष्णप्पा) : (क) और (ख). खाद्य और कृषि मंत्रालय के किसी अधिकारी की ओर से विदेशों में कोई विज्ञापन नहीं दिया गया है। सन् १९५८ में विदेशों में अपने व्यापारिक प्रतिनिधियों से भारतीय पशुओं की विदेशी मंडियों में खपत की सम्भावनाओं के बारे में पूछा गया था। लेकिन बाद में यह मामला समाप्त कर दिया गया। इस सम्बन्ध में माननीय सदस्य का ध्यान लोक सभा में ९ सितम्बर, १९५९ को उनके पूछे गये अतारांकित प्रश्न सं० २४६५ की ओर आकर्षित किया जाता है।

मार्च १९६० में हस्ताक्षरित भारत-पाकिस्तान व्यापार समझौते में भारत से पाकिस्तान को ५ लाख रुपये की कीमत के पशुओं के निर्यात का उपबन्ध है। इस निर्यात को केन्द्रीय सरकार ने स्वीकार कर लिया है। भारत से चकवाल प्रभावित पूर्वी पाकिस्तान को अन्य २००० बैलों के निर्यात की भी स्वीकृति दे दी गई है। यह नहीं मालूम है कि पाकिस्तान सरकार ने, जिसको भारत में खुले बाजार में पशु खरीदने हैं, अपने समाचार पत्रों में कोई विज्ञापन दिया है।

नीति के रूप में विदेशों को भारत से पशु-धन का निर्यात केवल प्रजनन या माल ढोने के लिये बहुत ही थोड़ी मात्रा में किया जाता है। साधारणतया विदेशी सरकारों से या उनकी ओर से प्रार्थनायें प्राप्त होने पर ऐसा किया जाता है। इस लिये विदेशी प्रेसों में कोई विज्ञापन देने की आवश्यकता नहीं है।

(ग) एक विवरण सभा पटल पर रखा जाता है। [देखिये परिशिष्ट २, अनुबन्ध संख्या ७]

Sardine Catches

729. **Shri V. P. Nayar:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the sardine catches in 1960-61 season have been encouraging;

(b) if so, the total quantity of sardines estimated to have been hauled; and

(c) the total out of such catches estimated to have been utilised in the human diet?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes.

(b) The current sardine season commenced from July, 1960. The sardine catches are estimated at about 1,74,565 metric tons for the period from July to December, 1960. This exceeds the corresponding figure for the same period of the last four seasons.

(c) No data is available in this regard.

Wagons

730. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) the number of wagons moved from Vijayawada during the months of December, 1960 to destinations South of Vijayawada as against the handling capacity; and

(b) the reasons for shortfall, if any?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) On an average 505 wagons were moved daily from Vijayawada during the month of December, 1960 to destinations South of Vijayawada. The average number of trains run daily was 8 against the capacity of 9 goods trains daily.

(b) Shortfall was due to heavy rains and intermittent interruption of through communication affecting the normal movement during the first half of December, 1960.

Power Development in Punjab

731. Shri Ajit Singh Sarhadi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the Punjab Government have approached for help for more power production schemes in the State; and

(b) if so, the nature of the schemes and the Government of India's reaction thereto?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). At the request of the Government of Punjab, the following power projects have been recommended for inclusion in the State's Third Five Year Plan:

1. Bhakra Nangal Project—Power Portion—Continuing Scheme;
2. Bhakra Right Bank Power House;
3. Beas Project—Power Portion;
4. Power Generation on Upper Bari Doab Canal and Western Yamuna Canal;
5. Uhl river Hydro-electric Project—Stage II;
6. Thermal Generation—Installation of a unit of 50 MW;
7. Diesel sets and Micro hydel Stations.

हिमाचल प्रदेश के जंगली जानवर

७३२. **श्री पद्म देव :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में उपयोगी जंगली जानवरों का विनाश रोकने और उनकी संख्या बढ़ाने के लिये क्या कार्यवाही की गई है और इस प्रयोजन के लिये द्वितीय पंचवर्षीय योजना-काल में कितना धन व्यय किया गया ?

कृषि उप मंत्री (श्री मो० व० कृष्णप्पा) : दूसरी पंचवर्षीय योजना के अन्तर्गत हिमाचल प्रदेश में उपयोगी जंगली जानवरों को नाश से बचाने और उनकी संख्या बढ़ाने के लिये निम्न कदम उठाये गये हैं :—

१. मार्च १९५७ से एक आखेट परिक्षण योजना आरम्भ की गयी और शिकार के जन्तु चुराने वाले शिकारियों द्वारा उपयोगी और आखेट के जन्तुओं का अवैध शिकार करने को रोकने के लिये विशेष पहरा और रक्षा कर्मचारियों (आखेट परिक्षण कर्मचारीगण) की नियुक्ति की गई है ।

२ भारतीय वन अधिनियम १९२७ और १९३३ के पंजाबी जंगली पक्षी और जंगली पशु रक्षा अधिनियम २ के अन्तर्गत शिकार के नियम बनाये गये हैं जिनमें आखेट पक्षियों को एक वर्ष में ९ मास की रक्षा और आखेट-

पशुओं को एक वर्ष में छः मास की रक्षा दी गई है । निम्नलिखित दुर्लभ किस्मों को तमाम वर्ष के लिये रक्षित घोषित किया गया है :—

पशु :—कस्तूरी मृग, स्नो-लियोपर्ड (Snow-leopard) क्लौउडिड लियोपर्ड (Clouded-leopard) और कश्मीरी बारहसिंगा ।

पक्षी:—मोनल (Monal) ट्रागोपन (Tragopan), पिन्क-हैडिड-डक (Pink-headed-duck) और ग्रेट इन्डियन बस्टर्ड (Great Indian Bustard)

३. १९५८ और १९५९ में उपयोगी जंगली जानवरों की संख्या बढ़ाने के लिये चार आखेट-आश्रय स्थान अर्थात् (१) शिमला वाटर-सप्लाई कैचमेंट क्षेत्र (२) सिमबाल्बारा (३) कालातोप और खाजियर तथा (४) रेनुका, अधिसूचित कर दिये गये हैं। अन्य १४ आखेट आश्रय स्थानों को शीघ्र ही अधिसूचित किया जा रहा है ।

४ तीन जीवंजीवालय अर्थात् एक चिनिकुफरी-विश्रामग्रह, दूसरा राजनिवासें, शिमला तीसरा रेनुका में स्थापित किये गये हैं. जहां पर दुर्लभ और नये किस्म के जानवरों को जैसे मोनल्स (Monals), रिंग-नैक-फिजेन्ट्स (Ring neck Pheasants) और बोब-व्हाइट क्युएल्स (Bob-white quails) (अमरीकी पक्षी) और चिती वाले हिरन इत्यादि, इनकी संख्या बढ़ाने के लिये आखेट आश्रय-स्थानों में भेजने के लिये पाला जा रहा है और रखा जा रहा है ।

इस काम के लिये दूसरी पंच वर्षीय योजना के अन्तर्गत अभी तक १,१०,००० रुपये की राशि व्यय की की गई है ।

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हिमाचल प्रदेश का आखेट विभाग

७३३. **श्री पद्म देव :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि क्या हिमांचल प्रदेश में आखेट विभाग एक प्रथक विभाग है और, यदि हां, तो उसकी क्या व्यवस्था है और यदि नहीं, तो इसका नियंत्रक अधिकारी कौन है ?

कृषि उप-मंत्री (श्री मो० वें० कृष्णप्पा) : आखेट विभाग हिमाचल प्रदेश के वन विभाग के नियंत्रण के अन्तर्गत है और इस के नियंत्रण अधिकारी हिमाचल प्रदेश के मुख्य वन संधारक हैं ।

हिमाचल प्रदेश के कन्नौर जिले में सिंचाई

७३४. **श्री पद्म देव :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश के कन्नौर जिले में सिंचाई के लिये सर्वेक्षण पूरा हो गया है ; और

(ख) यदि हां, तो उसकी रूप रेखा क्या है ?

कृषि उप-मंत्री (श्री मो० वें० कृष्णप्पा) : (क) किसी सिंचाई योजना के लिये स्थानीय लोगों को मांग होने पर हिमाचल प्रदेश में सिंचाई के लिये सर्वेक्षण किया जाता है। हिमाचल प्रदेश के कनौर जिले में, स्थानीय लोगों की मांग पर योजनाओं का सर्वे का काम पूरा कर लिया गया है, केवल एक योजना को छोड़ कर जिस पर काम जारी है ।

(ख) जिले में निम्न योजनाओं का सर्वे हो चुका है और वे स्वीकृत की गई है :—

१. जनी कूल
२. पू कूल
३. परमेसरिंग कूल
४. मांगला कूल
५. भूकतू कूल

सिप्लू गांव में सिंचाई योजना के लिये सर्वे कार्य चल रहा है ।

Vegetables

735. Shri V. P. Nayar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government of India have made any detailed study of the availability of leaves and leafy vegetables in the common man's food;

(b) whether they have any scheme to increase the availability of these in the *per capita* consumption of food; and

(c) if so, what are its details?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No.

(b) No specific scheme has been formulated for this purpose. However, during the Third Five Year Plan, a model scheme for the development of vegetable production has been formulated for implementation by the State Governments. When implemented it will ensure increased supplies of vegetables, particularly for the urban population.

(c) A copy of the model scheme circulated to State Governments for implementation is laid on the Table. [*See* Appendix I, annexure No. 8].

Agriculture Implements

736. Shri Chintamoni Panigrahi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total amount given by the Central Government to Orissa during the entire Second Five Year Plan period for helping the cultivators for purchase of agricultural implements and machinery; and

(b) criteria laid down for giving such help?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Under a revised procedure introduced in 1958-59, Central assistance admissible to various States is sanctioned in bulk for a group of schemes under the head "Agriculture" and not separately for individual schemes. As such, the information regarding the amount sanctioned and that utilised by the Government of Orissa for the purchase of agricultural implements and machinery is not available. The provision in the Second Plan of Orissa for this purpose is, however, Rs. 3·57 lakhs.

(b) The criteria for giving help to individual farmers are prescribed by the State Governments themselves, keeping in view the local needs.

Milk Boards in States

737. Shri Chintamoni Panigrahi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether in accordance with the advice of the Central Government different states have set up milk boards in the Second Five Year Plan;

(b) whether Orissa Government have set up any such board by now; and

(c) how much of the Rs. 20 crores have been given to Orissa in the Second Five Year Plan for its dairy development scheme?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Not yet. The matter is still under the consideration of the State Governments.

(b) The Orissa Government propose to consider the question of constituting the Milk Board after watching the progress of the milk supply scheme being established at Cuttack, for about one year.

(c) R. 8·18 lakhs.

Fire in Pakistani Freighter in Bombay Docks

738. Shri Raghunath Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Pakistani freighter S.S. 'Chittagong City'

caught fire at Bombay docks and 6,000 bales jute and a large consignment of oil cakes were destroyed completely; and

(b) if so, whether any enquiry was made in this respect at Bombay Port and the result thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes. A fire occurred in hatch No. II of S.S. 'Chittagong City' on the early morning of the 28th December 1960. According to the information obtained from the Bombay Port Trust, out of a total of 4857 tons of cargo, comprising jute gunny, Jute, jute webbing, gunny and oil cakes, on board the vessel, 3,105 tons were damaged by fire or by water used to put out the fire.

(b) An enquiry into the cause of the fire is being conducted both by the Police as well as by the Fire Brigade of the Bombay Municipal Corporation. The results of their investigations are awaited.

Dental Surgeons

739. Shri Raghunath Singh: Will the Minister of **Health** be pleased to state whether Government is aware of the suggestions made by Dr. N. C. Barory, the President of All India Dental Conference that special cadre for dental surgeons be planned to meet the needs of India.

The Minister of Health (Shri Karmarkar): Yes; Government have seen the suggestions made by Dr. Barory.

Post Offices in Tripura

740. Shri Bangshi Thakur: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the number of various classes of Post Offices in Tripura exceeds 150; and

(b) if so, whether Government propose to open a Superintendent's Office in Tripura?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes

(b) Postal Divisions are not formed on the criterion of 150 post offices. But keeping in view the special circumstances of Tripura State, orders have been issued on 24-2-1961 for the immediate formation of a separate Postal Division for this State with headquarters at Agartala and the creation of a post of Superintendent for the new Division.

Railway Fare on Kalka-Simla Line

741. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to state:

(a) whether Government have received representations for doing away with the inflated fare on the Kalka-Simla railway line;

(b) if so, whether Government have reviewed the matter; and

(c) what is the decision taken in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No representation for abolition of inflated fare over Kalka-Simla Section was received in the recent past.

(b) and (c). Do not arise.

New Station near Govindnagar, Kanpur

742. Shri S. M. Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether the construction work of the new station near Govindnagar at Kanpur has since been completed;

(b) if not, when this is likely to be completed; and

(c) which up and down trains are likely to stop at this station?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

The station will be opened for traffic shortly.

(b) Does not arise.

(c) For the present it is proposed to stop. Central Railway train No. 535 down Jhansi-Kanpur Passenger, and Northern Railway train Nos. 1 CPE|2 CPE at this station.

G.P.O., Kanpur

743. Shri S. M. Banerjee: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the new General Post Office at Kanpur has been constructed;

(b) if not, the reason for delay; and

(c) steps being taken by Government to expedite construction?

The Minister of Transport and Communications (Dr. P. Subbaryan): (a) to (c). The proposal has already been sanctioned. Arrangements are being made to find alternative accommodation for the office before the existing building can be demolished for reconstruction. Steps are being taken to commence the construction as early as possible.

Chest Hospital in Kanpur

744. Shri S. M. Banerjee: Will the Minister of **Health** be pleased to state:

(a) whether U.P. Government has asked for financial aid from the Centre regarding establishment of a chest hospital in Kanpur;

(b) if so, the amount promised by Centre; and

(c) amount already paid?

The Minister of Health (Shri Karmarkar): (a) No, Sir.

(b) and (c). Do not arise.

Complaints Department in P.&T.

745. Shri Morarka: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the machinery evolved by late Shri Rafi Ahmed Kidwai to deal with complaints in the Posts and Telegraphs Department has since been disbanded;

(b) whether it is a fact that because of that the number of complaints has increased; and

(c) what are the reasons for disbanding or changing the machinery evolved by late Shri Rafi Ahmed Kidwai?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The machinery evolved by the Late Shri Rafi Ahmed Kidwai has not been disbanded, but has been reorganised on the recommendations of the Special Reorganisation Unit, appointed by Government to examine into the working of Departments.

(b) No, Sir. The percentage of complaints with reference to traffic during 1958-59 and 60, are. ·0135, ·0129 and .0129 respectively.

(c) The object of the reorganisation is to provide a more effective check and secure greater expedition in the disposal of public complaints, to analyse them, and to devise measures for removing defects and improving the efficiency of the Services.

District Development Boards

746. Shri M. B. Thakore: Will the Minister of **Community Development and Cooperation** be pleased to refer to the reply given to Unstarred Question No. 2247 on the 22nd December, 1960 and state:

(a) the number of persons on the District Development Boards and Block Development Councils with their position, status and party affiliations in the State of Gujarat; and

(b) whether it is a fact that on such Boards and Committees half of the members are government servants?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) and (b). The State Government of Gujarat have informed us that they are collecting the detailed information from Commissioners? The information will be placed on the Table of the House, when received.

National Extension Service

747. Shri Hem Raj: Will the Minister of **Community Development and Cooperation** be pleased to state the steps taken or proposed to be taken to bring the benefits of National Extension Service to the unprivileged and underprivileged classes in the rural areas during the Third Five Year Plan?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): The question of extending the benefit of Community Development programme to the weaker sections of the Community in rural areas especially through the democratic bodies like Panchayat Samitis and Panchayats has been receiving special attention by the Ministry of Community Development. The following recommendations have been made to the State Governments in this regard:

(a) Departmental funds either specially earmarked or otherwise provided out of the general budget for the welfare and development of the weaker sections of the community should be placed at the disposal of Panchayats and Panchayat Samitis to be spent to meet the felt needs of the weaker sections within the broad pattern laid down by the State.

(b) Every Panchayat Samiti should earmark a percentage of its own funds, depending on the proportion of the population of the area constituting the weaker sections of community for their economic development and welfare.

(c) A separate sub-committee should be constituted at the Panchayat and Panchayat Samiti level to look after this programme wi h powers to incur expenditure up to a specified limit. This will make for quick implementation of the programme.

(d) Rules regarding grant of loans and percentage of contribution in grant-in-aid programmes should be further liberalised in favour of the weaker sections.

2. To examine this problem in greater detail, a Study Group on the welfare of weaker sections of the Community under the Chairmanship of Shri Jaya Prakash Narayan has been set up by the Ministry.

Directives of National Development Council

748. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the amount of losses which were incurred by the different States which adopted State trading in Wheat and rice according to the directive of the National Development Council especially Madhya Pradesh and Punjab;

(b) whether that directive has been withdrawn; and

(c) if so, the help that the Central Government gave to these State Governments to recoup their losses?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) A statement is laid on the Table giving the required information as obtained from the State Governments. [*See* Appendix II, annexure No. 9].

(b) Instructions issued by the Government of India in regard to state trading in foodgrains have not been countermanded, though in the light

of the crop situation and other factors most of the State Governments have given up state trading.

(c) No financial help has so far been given by the Government of India to any of the States.

P. O. Savings Bank Facilities

749. Shri Hem Raj: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of Branch Post Offices in the different States in which savings bank facilities have been provided so far; and

(b) the steps being taken to provide such facilities in every Branch Post Office in the villages in order to accelerate the work of National Savings Drive in the rural areas?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) A statement is laid on the Table. [*See* Apendix II, annexure No. 107].

(b) Formerly only Heads of Circles were competent to authorise Branch Offices to do Savings Bank work. In order to speed up the process, the Divisional Supdts. have now been vested with these powers. Conditions for grant of powers have also been liberalised, and even temporary Branch Offices are now considered for this purpose if there is a fair chance of such Branch Offices becoming permanent. The only other conditions a Branch Office need now fulfill are:

(i) the Branch Postmaster placed in charge of the Post Office has a sound financial standing and is fit to do the Savings Bank work;

(ii) arrangements for safe custody of cash at, and for remittance of cash to and from the office are satisfactory; and

(iii) there is a demand for the facility in the area, or there is a fair chance of the facility proving useful or popular.

It has also been decided as a matter of policy, that as far as possible every Branch Office in a village having a Panchayat, or at N.E.S. Block Headquarter or in the Community Project area is vested with Savings Bank powers.

Rural Electrification

750. Shri Ram Krishan Gupta: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Committee appointed to study the Question of rural electrification with particular reference to subsidising the cost of power supply to villages has submitted its report; and

(b) if so, the main recommendations thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No Committee has been set up by the Ministry of Irrigation and Power for this purpose.

(b) Does not arise.

जिला डोडा (जम्मू और काश्मीर) में टेलीफोन

***[७५१. श्रीमती कृष्णा मेहता** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जिला डोडा (जम्मू और काश्मीर) में टेलीफोन लगाने के लिये कोई धन दिया गया है; और

(ख) यदि हां, तो उस का ब्यौरा क्या है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) तथा (ख). निम्न स्थानों में सार्वजनिक टेलीफोन घर

खोलने की मंजूरी जारी की जा चुकी है :

स्थान का नाम	अनुमानित लागत (रुपये)
१. किश्तवार	१,७१,६१०
२. भादरवाह	८७,०९६

जिला डोडा (जम्मू और काश्मीर) में डाक सेवा

७५२. **श्रीमती कृष्णा मेहता** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डिला डोडा (जम्मू और काश्मीर) में जाड़ों में दो सप्ताह में एक बार भी डाक नहीं बंटती, और

(ख) यदि हां, तो इस विषय में सरकार द्वारा क्या कार्यवाही की जा रही है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) जी नहीं। जिला डोडा के सभी डाकघरों से डाक सामान्यतः प्रति दिन बांटी जाती है, किन्तु जाड़ों में चट्टानों के खिसकने और हिमपात होने के कारण कभी कभी डाक लाने-ले जाने का कार्य रुक जाता है। इन्हीं जाड़ों में ३० जनवरी से १६ फरवरी तक डाक लाने ले जाने का कार्य कई बार रुक गया और जनता को उसकी सूचना समाचार पत्रों के द्वारा दी गई।

(ख) प्रश्न ही नहीं उठता।

Kiral-Rajewadi Station (C. Railway)

753. Shri Assar: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that Railway Board have taken a decision to construct new Railway Station namely Kiral-Rajewadi between Ghatkopar and Kurla Stations on Central Railway; and

(b) if so, the progress made in that direction?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A new railway station between Ghatkopar and Kurla Stations is under construction and it will be named as Vidhya Vihar, as approved by the State Government and the Director Survey of India.

(b). About 10 per cent of the work has been completed so far.

रेलवे मंत्री के साथ मुख्य मंत्रियों का सम्मेलन

७५४. **श्री विभूति मिश्र :**
श्री मो० ब० ठाकुर :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे मंत्री ने जनवरी, १९६१ के महीने में हुई एक कान्फ्रेन्स में विभिन्न राज्यों के मुख्य मंत्रियों को यह आश्वासन दिया था कि जहां रेलवे फाटकों पर ऊपरी पुल बनाना बहुत आवश्यक होगा वहां ऊपरी पुल बनाये जायेंगे ;

(ख) यदि हां, तो रेलवे मंत्रालय ने किन-किन राज्यों में और कहां-कहां ऐसे ऊपरी पुल बनाने का निश्चय किया है;

(ग) उसकी कुल अनुमानित लागत क्या है;

(घ) ये पुल कब तैयार हो जायेंगे ; और

(ङ) क्या इन के निर्माण की प्राथमिकता नियत करने में संसद् सदस्यों से भी परामर्श लिया जायेगा ?

रेलवे उप-मंत्री (श्री सें०वें० राजस्वामी): (क) सम्मेलन में जिन विषयों पर विचार किया गया था, उन में से एक विषय यह भी था कि और मुख्य मंत्रियों से कहा गया था कि जहां जहां सम्बन्धित राज्य सरकार या स्थानीय निकाय पुलों के ढालू पहुंच-मार्ग बनाने की व्यवस्था करेंगी वहां रेलवे पुल बनाने को तैयार होगी।

(ख) और (ग) रेलों के १९६१-६२ के निर्माण कार्य क्रम में २३ योजनयें शामिल की गयी हैं। राज्यों के नाम, योजनाओं केस्थान और निर्माण कार्य अर्थात् पुलों पर रेलवे के अनुमति खर्च का विवरण सभा पटल पर रखा जाता है। [देखिये परिशिष्ट २, अनुबन्ध संख्या ११]

(घ) इतना पहले यह बताना कठिन होगा कि ये योजनायें कब तक पूरी हो जायेंगी क्योंकि इन का पूरा होना कई बातों पर निर्भर है, जिस में राज्य सरकार या स्थानीय निकाय द्वारा किये जाने वाले काम की प्रगति भी शामिल है।

(ङ) इस पर विचार करना राज्य सरकारों का काम है क्योंकि ये योजनायें राज्य सरकारों द्वारा हीं शुरू की जाती हैं।

Delhi Milk Scheme

755. Shri Rami Reddy: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is a proposal to distribute milk to the students of Delhi by the Delhi Milk Scheme; and

(b) if so, what are the details of the proposal?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). There is no definite proposal at present to supply milk free of cost or at a concessional price to the students of Delhi by the Delhi Milk Scheme Milk is, however, being supplied to a number of schools at the prevailing prices by the Sscheme.

दामोदर घाटी निगम के मुख्यालय का हटाया जाना

७५६. श्री अनिरुद्ध सिंह : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि दामोदर घाटी निगम का मुख्यालय कलकत्ता से हटा कर पचेट और नैथन ले जाने के निश्चय को अब तक कार्यान्वित न करने के क्या कारण हैं ?

सिंचाई और विद्युत् उपमंत्री (श्री हाथी) : द्वितीय पंच वर्षीय योजना में इस मद के लिये किसी राशि की व्यवस्था नहीं थी। सहभागी सरकारों के साथ विचार विमर्श कर के तृतीय पंच वर्षीय योजना में इस के लिये आवश्यक राशि की व्यवस्था करने के प्रयास किये जा रहे हैं।

Railway Technical Training Schools

757. Shri Hem Raj Will the Minister of **Railways** be pleased to state:

(a) the number of Technical Training schools working in the different Railway Zones in the country, with the names of the places where located;

(b) the yearly intake in different schools at different categories of staff and freshers in the years 1958, 1959 and 1960;

(c) how is the selection made of the freshers and the staff;

(d) the different courses in which training is imparted in these schools;

(e) whether there are any prospectus published for the admissions to these schools and how are they made available to the public and intending candidates;

(f) how are they absorbed after training; and

(g) whether any stipends are given to such candidates?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (g) The information has been called for from the Railways and will be laid on the table of the Sabha.

Cattle Pond at Vinay Nagar

758. Shri Ram Garib: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a temporary 'Kanji House' has been erected near B-C Squares in Vinay Nagar to capture stray cattle;

(b) whether it is a fact that condition in he area have become very near slum and quite unhygienic; and

(c) if so, what action Government propose to take to remove the pond?

The Minister of Health (Shri Karmarkar): (a) Yes. A temporary cattle trap of wooden Ballies has recently been erected near B-C Square in Vinay Nagar to capture stray cattle.

(b) No, Sir.

(c) The cattle trap, which is of a purely temporary nature will be shifted in a few days.

Seismic Committee

739. **Shri D. C. Sharma:**
Shri Arjun Singh Bhadauria:
Shri P. G. Deb:
Dr. Ram Subhag Singh:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Seismic Committee to suggest steps to be taken for making dams safe against earthquakes has made its recommendations; and

(b) if so, **what are they?**

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A Committee was appointed in 1956 to go into the question of the advisability of constructing high dams in Seismic Zones. The scope of this Committee was confined to only those high dam sites which were under investigation in Assam and West Bengal. The Committee submitted its report in 1957 which was considered in April, 1958 when it was decided to reconstitute the Committee so that it could examine the advisability of constructing high earth dams in the areas which were considered seismologically unsuitable for the construction of concrete and masonry dams. The reconstituted committee has not yet completed its work.

Unqualified Medical Practitioners in Delhi

760. **Shri D. C. Sharma:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there are a large number of unqualified medical practitioners in Delhi; and

(b) if so, the action proposed to be taken to enact suitable legislation to stop this practice?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) The Government of India are considering the question of extending one of the State Medical Acts to the Union Territory of Delhi.

Supply of Fodder

761. **Shri Kalika Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether fodder is in short supply in India for the total cattle population, and if so, to what extent;

(b) what steps are being taken for checking the rate of increase of the cattle population to avoid future calamity;

(c) to what extent Gosadans in some of the States have tried to solve the problem and the extent of success achieved so far in those States;

(d) whether there is any programme for publicizing literature relating to change in food habits of cattle; and

(e) if so, what is the nature of publicity undertaken?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes. A statement showing the extent of deficit as estimated by a Joint Committee of the Indian Council of Agricultural Research and the Indian Council of Medical Research in 1954 is laid on the Table. [*See* Appendix II, annexure No. 12]. There has been no subsequent survey.

(b) The State Departments of Animal Husbandry have been taking steps to reduce the number of cattle by arranging castration of scrub bulls and male calves and through segregation of old and uneconomic animals in Gosadans.

(c) 58 Gosadans so far established in the country are intended to segregate old and uneconomic cattle only from such areas where active cattle

development work has been undertaken and are not intended to completely solve the problem of old and useless cattle in the country. Even then, the Gosadans have been accommodating on an average about 28,000 heads of cattle annually.

(d) and (e). The results of experiments conducted at the Indian Veterinary Research Institute on the suitability or otherwise of tree-leaves, wild grasses, mango kernel, mohua flower, urea etc. for use as cattle feed have been published in scientific journals from time to time. The results of these experiments cannot be applied in the field extensively in view of Limited availability, difficulties of transport and the apathy of the people to change the food habits of their cattle.

Advertisements in Railway Compartments

762. **Shri Bibhuti Mishra**: Will the Minister of Railways be pleased to state:

(a) whether Government have ever considered the possibilities of allowing the railway compartments for advertisements; and

(b) if so, what obstacles have prevented Government from doing this?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. A beginning was made in 1954 by accepting advertisements in carriages running on the suburban sections. After further consideration instructions were issued in 1957 to the Railways to accept advertisements on trains running on the other sections also.

(b) Does not arise.

खाद्यान्न का भण्डार

७६३. **पंडित ज्वा० प्र० ज्योतिषी** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९६० की समाप्ति से पहिले सरकार के पास कितना गेहूं, चावल और अन्य खाद्यान्न था ;

(ख) उक्त वर्ष में विदेशों से कितना गेहूं, चावल और अन्य खाद्यान्न मंगाया गया और उस पर अलग अलग कितना धन व्यय हुआ ; और

(ग) इस वर्ष सरकार के भण्डार से कितना गेहूं चावल और अन्य खाद्यान्न बेचा गया और उसका मूल्य अलग लगभग कितना था ?

खाद्य तथा कृषि उप-मंत्री (श्री अ० म० थामस): (क) भारत सरकार के गोदामों में १९६० के अन्त में निम्नलिखित खाद्यान्न थे :

	आंकड़े ('००० मैट्रिक टन में)
गेहूं	१२३९
चावल	६७६
अन्य खाद्यान्न	२८
योग	१९४३

(ख) गेहूं, चावल तथा अन्य खाद्यान्न की मात्रा जो कि १९६० में आयात हुई और उनका अनुमानित मूल्य जिसमें देश में हुआ खर्चा भी सम्मिलित है, निम्नलिखित है :

	मात्रा ('००० मैट्रिक टन में)	मूल्य (करोड़ रुपयों में)
गेहूं	४,३८६	१७६.०
चावल	६९९	३९.०
अन्य खाद्यान्न	५२	१.७
योग	५,१३७	२१६.७

कुल ५१.३७ लाख मैट्रिक टन खाद्यान्न में से लगभग ४३.६६ लाख मैट्रिक टन जिसका मूल्य लगभग १८३.२ करोड़ रुपय था, पी० एल० ४८० तथा अन्य सहायक कार्यक्रमों के अधीन आयात किये गये ।

(ग) इस वर्ष केन्द्रीय सरकार के भंडार से गेहूं, चावल तथा अन्य खाद्यान्न की बेची गई लगभग मात्राएं इस प्रकार हैं :

('००० मैट्रिक टन में)

गेहूं	३,५२६
चावल	६३०
अन्य खाद्यान्न	२६
योग	४,४८५

गेहूं की मात्रा जो कि १४ रुपये प्रति मन की दर से बेची गई का मूल्य लगभग १३२ करोड़ रुपये था तथा विदेशी ज्वार जो कि ११ रुपय की दर से बेची गई का मूल्य लगभग १ करोड़ रुपये था । केन्द्रीय सरकार के भन्डार से बेचे गये चावल के मूल्य का सही अनुमान लगाना इस समय संभव नहीं है क्योंकि चावल को बेचने की दर उसकी किस्म के अनुसार १६ रुपये से ३० रुपये प्रति मन तक है ।

राष्ट्रीय राज पथ संख्या २६

७६४. पंडित ज्वा० प्र० ज्योतिषी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह विदित है कि राष्ट्रीय राजपथ संख्या २६ की विभिन्न नदियों पर बनाये जाने वाले पुलों के निर्माण में अत्यधिक विलम्ब होने के कारण यात्रियों को काफी असुविधा हो रही है और निकटवर्ती क्षेत्र का विकास रुका हुआ है ; और

(ख) क्या सरकार पुलों के निर्माण में तेजी ला कर जनता की दिक्कत को दूर करेगी ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) और (ख). यह ठीक है कि पुलों के न होने से यात्रियों को असुविधा होती है परन्तु पुलों के अभाव में विकास के कौन से कार्यक्रम रुके हुए हैं यह मालूम नहीं है । क्योंकि साफ मौसम में नदी घाटों पर नीची जगहों में पक्के नदी-पथ (काजवे) या अस्थायी पुलों की व्यवस्था की जाती है । राष्ट्रीय राजमार्ग संख्या २६ में विभिन्न नदी-घाटों पर शीघ्रता से पुल बनाने के लिए सभी संभव प्रयत्न किये जा रहे हैं ऐसी चार जगहों में से तीन पर पुल निर्माण के लिए १८,०५,७०० रुपये के तख्मीने पहले ही मंजूर किये जा चुके हैं और आशा की जाती है कि इन का निर्माण जल्दी ही शुरु हो जायेगा । चौथे पुल का तख्मीना मध्य प्रदेश सरकार से मिलने पर आवश्य धन राशि उपलब्ध होगी तो मंजूर कर दिया जावेगा ।

Dum Dum Airport

765. **Shri Tridib Kumar Chaudhuri:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether his attention has been drawn to the problem created by the large number of stray dogs and cattle intruding into the runways tarmacs and grass fields of the Dum Dum airport;

(b) whether it is also a fact that serious difference of opinion has arisen between the airport Security Police and air-port Vigilance Squad as to the sharing of responsibilty for keeping the runways clear of these stray dogs and Cattle;

(c) whether the attention of the Government has also been drawn to the report published in the *Statesman* of Calcutta dated the

30th January, 1961 about the fact that according to information in the hands of the Security Police some members of the Vigilance Squad are being paid by local milkmen to allow their cattle to graze in the airport's grass fields; and

(d) whether any steps have been taken to rid the air-port of dog and cattle nuisance?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Stray dog nuisance exists to a certain extent at Dum Dum airport, but not stray cattle nuisance.

(b) The question does not arise as the Aerodrome Officer is fully aware that it is his responsibility to keep the runways clear of stray dogs.

(c) The Government have seen the Press Report but no such mal-practice has come to their notice so far.

(d) Necessary steps are being taken.

हुक्के का तम्बाकू

७६६. **श्री बाल्मीकी** : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह विदित है कि हुक्के में काम आने वाला तम्बाकू कम बोया जा रहा है ;

(ख) पिछले पांच वर्षों में तम्बाकू की खेती के राज्यवार आंकड़े क्या हैं ; और

(ग) सरकार इस विषय में क्या करना चाहती है ?

कृषि मंत्री (डा० पं० झा० देशमुख) : (क) जी हां ।

(ख) एक विवरण सभा-पटल पर रखा जाता है । [देखिये परिशिष्ट २, अनबन्ध संख्या १३] ।

(ग) तम्बाकू समिति पहले से ही तम्बाकू की किस्म को सुधारने और उसका उत्पादन बढ़ाने के लिए अनुसन्धान योजनाओं को वित्त सहायता दे रही है तथा इस सम्बन्ध में कोई अन्य कार्यवाही करने का विचार नहीं है । क्योंकि उपभोक्तागण अन्य किस्म के तम्बाकू को पसन्द करते हैं इसलिये भी हुक्के के तम्बाकू की उपज में कमी हुई है ।

घी और खाद्यान्नों में मिलावट

७६७. **श्री बाल्मीकी** : क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५९ से लेकर ३१ जनवरी, १९६१ तक घी और अन्य खाद्यान्नों में मिलावट के कितने मुकदमे दर्ज किये गये; और

(ख) उनमें से कितने मामलों में (राज्यवार) अपराधियों को सजा दी गई ?

स्वास्थ्य मंत्री (श्री करमरकर) : (क) और (ख) अपेक्षित सूचना एकत्र की जा रही है और यथा-समय सभा की मेज पर रख दी जायेगी ।

Production of Cotton

768. **Sardar Iqbal Singh:**
Shri Warior:
Shri Punnoose:
Shri Kodiyan:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) what steps have been taken by Government to raise the production of cotton during the Second Five Year Plan period so far;

(b) whether as a result of these steps there has been any increase in the annual **production;**

(c) if so, to what extent; and

(d) the expenditure incurred by the Centre in this connection during the Second Five Year Plan period so far?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The Government of India have sponsored Cotton Extension Schemes in all important cotton growing States for increasing the production of cotton by reclamation of waste and fallow lands, growing of cotton as a second crop, intensive cultivation through improved seeds, better manuring, provision of irrigational facilities, adoption of plant protection measures, cultural practices and other measures.

(b) and (c). The production of cotton has increased from 40 lakh bales at the end of the First Plan to about 54 lakh bales in 1960-61 (expected). Total production is, however, influenced in a large measure by weather conditions.

(d) Information is not available separately for cotton schemes.

Co-operative Sugar Factory

769. Sardar Iqbal Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether an application for grant of a licence along with the recommendations of the Punjab Government for establishing a co-operative sugar factory at Malout, Ferozepore Dist., Punjab State was received in the year 1957-58 by the Union Ministry;

(b) whether the licence was granted;

(c) if not, for how long the application was kept pending;

(d) whether it is a fact that a licence was granted subsequently to a joint stock company for the same locality; and

(e) if so, on what date the application was received and on what date the licence was granted?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) and (c). Do not arise.

(d) No, Sir.

(e) Does not arise.

Recovery of Sugar

770. Sardar Iqbal Singh: Will the Minister of **Food and Agriculture** be pleased to state the average recovery of sugar in the 1960-61 season in the sugar factories in Punjab State?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): 8.75 per cent up to 22nd February, 1961. The season is still continuing.

Northern Regional Agricultural Committee

771. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the main items discussed at the meeting of the Northern Regional Agricultural Committee of the Indian Council of Agriculture;

(b) which of the States participated;

(c) what are its main recommendations; and

(d) whether a copy of the recommendations will be laid on the Table?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). A copy of the proceedings of the Northern Regional Committee containing:

(i) the names of participants and the States to whom they belong; and

(ii) the items discussed and the recommendations of the Committee, laid on the Table. [*See* Appndix II, annexure No. 14].

White Tiger

772. Shri P. K. Deo: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what steps are being taken for the preservation and multiplication of the White Tiger in India;

(b) whether the Indian Board for Wild Life has made any recommendation to the Government of India in this regard; and

(c) if so, what decision has been taken thereon?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The further export of white tigers from India has been completely banned as a first step towards their preservation. The Government of India is in correspondence with the Maharaja of Rewa for the acquisition of some of the stock for the Delhi Zoological Park for breeding purposes.

(b) and (c). The Indian Board for Wild Life considered that the action was satisfactory.

Kwashiorkor Syndrome Disease

773. { Shri Wodeyar: / Shri Agadi:

Will the Minister of **Health** be pleased to state:

(a) what is the number of deaths in the country, State-wise, due to Kwashiorkor Syndrome disease in the year 1959-60;

(b) how many patients were treated for this disease during the above year, State-wise;

(d) whether any steps have been taken to prevent the spread of this disease to other areas; and

(d) with what results?

The Minister of Health (Shri Karmarkar): (a) and (b). Information regarding the State-wise incidence of or mortality due to Kwashiorkor during 1959-60 is not available. However, extensive survey carried out by the Nutrition Research Laboratories, Hyderabad, during 1956—58 covering four major States of south India, revealed that this syndrome occurs at a rate of one in every hundred children below five years, in rural areas. Analyses of records of major hospitals in these States indicated that Kwashiorkor constituted 5 to 16 per cent. of the paediatric in-patient admissions. The disease, however, is known to occur in several other States as well.

(c) The following measures have been taken to control the incidence of this disease:—

(i) A number of inexpensive, easily and locally available protein-rich food supplements have been evolved.

(ii) Measures have been taken with the UNICEF assistance to start two plants for the production of multi-purpose food. Two units of 10 ton capacity each per day for the production of edible groundnut flour are being set up by the Ministry of Food and Agriculture (Department of Food) with the UNICEF assistance in collaboration with private industry.

(iii) Health Education is carried out by the State Nutrition Officers in their respective States. Pamphlets in English and regional languages have been printed for the purpose in different States.

(iv) Two publications on low cost menus for South and North India, wherein recipes with proper protein combinations are included, have been published.

(v) The Government, the F.A.O. and the UNICEF have mutually agreed to implement Expanded Nutrition Programmes in Andhra Pradesh, Orissa

and Uttar Pradesh for which allocations of $ 217,000, $ 165,000 and $ 285,000 respectively have been made by the UNICEF for technical supplies, equipment, stipends, etc.

(vi) Skim milk powder and Vitamin supplements are being distributed to toddlers and children through Health Centres, Maternity Centres, Schools, etc. in the States.

(d) Consumer trials carried out with vegetable protein foods such as multipurpose food, a combination of 75 per cent. defatted groundnut flour and 25 per cent. Bengal gram flour fortified with vitamins and minerals, have shown that these combinations are not only effective in the treatment and management of the disease, but are also useful in preventing the development of the syndrome.

Thermal Efficiency on Railways

774. **Shri Agadi:**
Shri Wodeyar:

Will the Minister of **Railways** be pleased to state what is the thermal efficiency i.e., the percentage of the heat converted into mechanical energy of the locomotives and power houses of Indian Railways?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The thermal efficiency of the locomotives and the power houses is as follows:

1. New I.R.S. Locomotives—6·4 per cent.
2. Older type Locomotives average—5 per cent.
3. Diesel Locomotive—22 per cent.
4. Electric Locomotive using thermal power—14 per cent.
5. Electric Power Houses with:
   (i) Steam turbines—15·5 per cent.
   (ii) Reciprocating steam engines—5·1 per cent.

R.M.S. and Post Offices Inspectors

775. **Shri Ram Garib:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that All India seniority lists of Inspectors of the R.M.S. and Post Offices eligible for selection to Postal Supdt. Service Class II are being drawn up every year on the basis of their confirmation as Inspector and selection made on the basis of such list;

(b) whether any persons selected as Inspectors in 1947 ranked Junior in the seniority list to their colleagues selected as Inspectors even four years late in 1951 resulting in the senior Inspectors being left unselected while Junior ones got selected as Supdt. in the past three years; and

(c) what steps Government propose to take to remove this anomaly resulting in injustice to senior people?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The cadre of Inspectors of Post Offices and Inspectors of R.M.S. is a circle cadre and as such there is no all-India seniority list of this cadre. However, for purposes of selection of officials for promotion to Postal Supdts. Service, Class II, the names of Inspectors of Post Offices and Inspectors of R.M.S. have been arranged during the last few years in accordance with the date of confirmation of the officials in the Inspector's cadre.

(b) Information is being collected and will be laid on the Table of the Sabha in due course.

(c) The case is under consideration.

Rabi Campaign

776. **Shri Inder J. Malhotra:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what were the special features of the "Rabi Campaign" launched this year; and

(b) in what way the campaign was conducted differently as compared to the methods adopted during the Rabi Campaign of 1959-60?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The Rabi Production Campaign of 1960-61 was conducted by the State Governments more or less on the same lines as the 1959-60 campaign. The items of work which received special attention during the two Campaigns were:—

(i) Increased supply of the wherewithals of production *viz.*, improved seeds, organic manures, fertilizers, improved farm implements and insecticides and pesticides;

(ii) Treatment of seeds against seed-borne diseases;

(iii) Green manuring and a drive for production and distribution of compost;

(iv) Laying out of 'composite' demonstrations on cultivators' fields and their systematic follow-up;

(v) Timely supply of credit for purchase of seeds, fertilizers, implements, etc. by simplifying the procedures for sanction and disbursement of loans.

(vi) Mass mobilisation of farmers through the efforts of Gram Sahayaks and non-official organisations like Bharat Sevak Samaj, Farmers' Forum, etc.

(vii) Distribution of agricultural information literature on various aspects of the Campaign and wide publicity to community awards as an incentive to farmers to increase production.

Kharif Campaign, 1960

777. Shri Inder J. Malhotra: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what were the main achievements of the Kharif Campaign of 1960;

(b) which States conducted this campaign at the initiative of the Central Government; and

(c) whether the Central Government had any co-ordinating Central machinery to organise the campaign on better lines and also to assure timely supplies of seed and fertilizer requirements to the States?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) None of the States have so far reported their achievements of the Kharif Production Campaign undertaken during the Kharif season 1960.

(b) The Campaign was carried out by all the States.

(c) The Extension Wing of the Ministry of Food and Agriculture (Department of Agriculture) brings about necessary co-ordination and provides overall guidance and advice to the States in organising the production campaigns. The responsibility for ensuring timely supplies of seeds and fertilizers rests with the State Governments. However, the Centre assists them, if approached, in timely procurement and supply of the wherewithals of production.

Railway Income on Sarhind-Nangal Section

779. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the total income of the Railway Department on Sarhind-Nangal Section during 1960; and

(b) whether the income has increased or decreased as compared to the income of 1959?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The total earnings from stations on Sirhind-Nangal Section during 1960, were Rs. 72,58,754.

(b) The earnings for the year 1960 have decreased as compared to the earnings for the year 1959.

Construction of Diva-Panvel-Uran Railway Line

780. **Shri Assar:** Will the Minister of **Railways** be pleased to state:

(a) whether Government have undertaken the construction work of Diva-Panvel-Uran Railway line;

(b) if not, the reason for the delay; and

(c) when the construction will be undertaken?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Actual construction of this line has not been taken up.

(b) and (c). This is a work to be undertaken during the Third Five Year Plan. The Final Location and Traffic Survey Reports and estimate for this project are under examination of the Railway Board and the construction will be undertaken as soon as the estimate is sanctioned.

Public Call Office at Barhani

781. **Shri Ram Shankar Lal:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Barhani Distt. Basti on Nepal Border has got a Public Call Office;

(b) whether it is a fact that people of the place have applied for telephone connections two years back but they are not getting it; and

(c) what is the reason for this inordinate delay?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) and (c). 8 applications have been received. Action will be taken to provide the connections after the rental terms and conditions are accepted by the parties concerned.

Post Office Savings Bank Accounts

782. **Shri Kumbhar:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the nature of the heirship rules made so far by the Government of India for withdrawal of postal savings by the successor of the deceased;

(b) the number and amount of such withdrawal cases pending so far in various Postal Circles in the country; and

(c) the steps being taken by the Government of India for proper withdrawal of those postal savings by the successors of the deceased?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Settlement of claims in respect of Post Office Savings Bank Accounts in the names of the deceased persons is governed by Sections 4A of the Government Savings Bank Act 1873 and Rules 37 and 38 of the Post Office Savings Rules 1881 and Post Office Savings Banks (Nomination) Rules, 1960.

Settlement of such claims in respect of postal certificates is governed by Section 7 of the Government Savings Certificates Act 1959 and Rules 26, 27 and 28 of Post Office Savings Certificates Rules 1960.

(b) The number of such cases pending in the different Circles is shown in the statement laid on the Table. [*See* Appendix II, annexure No. 15]. Statistics regarding the amount involved in these cases are not maintained.

(c) Claims application forms have been simplified and if a claimant makes on affirmation before the sanctioning authority under Section 7 of the Government S.B. Act, 1873, or under Section 10 of Government Savings Certificates Act, 1959, elaborate enquiries are dispensed with and the claim if admissible is sanctioned forthwith. Claims remain pending generally because the claimants do not make

the affirmation before sanctioning authorities, or fail to furnish all the relevant information, or when the claim is one which cannot be settled without legal evidence, and there is delay on the part of the claimant in providing it.

As a result of the revised procedure the number of pending cases, which was 13,761 at the end of August, 1960 came down to 11,936 at the end of December, 1960.

Telephone Revenue Accounts Offices

783. Shri B. K. Gaikwad: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that several Telephone Revenue Accounts Offices are going to be shifted to various stations outside Delhi;

(b) whether it is a fact that a number of employees are being compelled to move to the new Stations even though they are not liable to be transferred ordinarily according to the conditions of their recruitment;

(c) whether the Government have received representations from such affected officials who do not want to serve at new Stations for various reasons; and

(d) if so, whether Government propose to absorb these officials in the various other P. & T. Offices in Delhi where vacancies exist?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Out of the four independent Telephone Revenue Accounts Offices at present located in Delhi, two are proposed to be shifted in the near future and the other two in due course, to stations outside Delhi.

(b) It is not correct to say that the employees of Telephone Revenue Accounts Offices are not liable to be transferred to the new Stations according to the rules of their recruitment. When their offices are being shifted in the interest of service, the employees are also liable to be transferred along with the offices. No violation of the conditions of recruitment is involved in this.

(c) Yes.

(d) In individual cases involving hardship. Government propose to consider their requests sympathetically for transfer to other P. & T. offices in Delhi where vacancies exist under the normal rules.

Transport of Timber

784. Dr. M. S. Aney: Will the Minister of Railways be pleased to state:

(a) whether representation has been received from Nagpur Timber Merchant's Association regarding inadequate allotment of covered wagons for transport of timber from Nagpur and Itarsi;

(b) whether similar representation has been received from other timber associations also;

(c) if so, what steps are proposed to be taken to improve the situation; and

(d) whether it is proposed to give higher priority to transport of timber in the Third Five Year Plan?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Yes.

(c) Every effort is made to step up loading to a maximum extent possible within availability of wagons.

(d) There is no proposal to give higher priority to transport of timber on trade account. Programmed movements of timber sponsored by State Governments or the Union Government, however, take place under higher priority provided they are either consigned by or to a Government official in his official capacity.

P. & T. Quarters

785. Shri Manay: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of P. & T. Staff quarters constructed up till 31st December, 1960 in the West Bengal, Bombay, Uttar Pradesh, Bihar and Assam Postal Circles;

(b) the number of Class III and Class IV officials awaiting Government accommodation in the circles mentioned in part (a) above; and

(c) the steps Government propose to take to provide more number of employees with Government accommodation?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b).

Name of circle	No. of quarters constructed	No. of staff provided with departmental quarters.	
		Class III	Class IV
W. Bengal	492	..	6,657
Bombay	996	2 2,098	7,351
Uttar Pradesh	1,078	14,682	11,488
Bihar .	724	9,539	3,196
Assam .	649	4,267	1,668

(c) Provision of additional quarters depends on availability of sites and also availability of funds and progress of construction by C.P.W.D. More units are constructed every year to the extent possible.

P. & T. Quarters

786. Shri Manay: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of P. & T. staff quarters constructed till 31st December, 1960 in the Madras, Andhra and Mysore P. & T. Circles;

(b) the number of Class III and IV officials awaiting Government accommodation in the circles mentioned in (a) above; and

(c) the steps Government propose to take to provide more number of employees with Government accommodation?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b).

Name of cricle	No. of quarters constructed	No.of staff not provided with departmental quarters	
		Class III	Class IV
Madras	514	19,089	5,750
Andhra	314	7,544	2,2 3
Mysore	346	4,973	2,249

(c) Provision of additional quarters depends on availability of sites and also availability of funds and progress of construction by C.P.W.D. More units of quarters are constructed every year to the extent possible.

House Building Advances

787. Shri Manay: Will the Minister of **Transport and Communications** be pleased to state:

(a) the amount of advances paid to P. & T. officials towards house building during the year 1959-60 in the Punjab Circle;

(b) the number of officers of (i) Class I, (ii) Class II, (iii) Class III and (iv) Class IV benefited by such advances during the same period; and

(c) the amount out of the fund allocated surrendered having been not paid to any official during the said period?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Rs. 5048.

(b) (i) Class I.—Nil.
(ii) Class II.—Nil.
(iii) Class III—9.
(iv) Class IV.—1.

(c) 9232.

दिल्ली में भूमि पर अनधिकृत कब्जा

७८८. **श्री नवल प्रभाकर :**
श्री भक्त दर्शन :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में ग्राम सभा की भूमि पर बहुत से लोगों ने अनधिकृत रूप से कब्जा किया हुआ है;

(ख) क्या इस सम्बन्ध में ग्राम सभाओं ने दिल्ली के माल विभाग को कोई अभ्यावेदन दिया है; और

(ग) यदि हां, तो इस विषय में सरकार ने क्या कदम उठाये हैं ?

कृषि उप-मंत्री (श्री मो० बें० कृष्णप्पा): (क) जी हां।

(ख) जी हां।

(ग) सरकार ने निम्न कदम उठाये हैं :—

(१) भूमि को अवैध रूप से कब्जा करने वाले व्यक्तियों को उसे खाली करने के लिये मनाया जा रहा है।

(२) भूमि के अनाधिकारी कब्जा करने वाले के विरुद्ध, जोकि खाली करने को मना करते हैं, उनको बेदखल करने की कार्यवाही की जा रही है।

दिल्ली में पंचायतें

७८९. **श्री नवल प्रभाकर :**
श्री भक्त दर्शन :

क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली की पंचायतों ने अधिक अधिकारों की मांग की है;

(ख) यदि हां, तो क्या उनके विधान में परिवर्तन किया जायेगा; और

(ग) यदि हां, तो यह संभवतः कब तक हो जायेगा ?

सामुदायिक विकास और सहकार उप-मंत्री (श्री ब० स० मूर्ति): (क) प्रखंडों में हुए पंचायत सम्मेलनों में पंचायत सदस्यों ने अधिक अधिकारों की मांग की है।

(ख) व (ग). दिल्ली ग्रामीण क्षेत्रों में पंचायतों के अधिकारों को वर्तमान विधि के ढांचे के अन्दर बढ़ाने का विचार है। इस पर देहली प्रशासन द्वारा सम्बन्धित मंत्रालयों तथा दिल्ली नगर निगम से विचार विनियम किया जा रहा है।

Special Trains for Pilgrims on Western Railway

790. Shri K. U. Parmar: Will the Minister of **Railways** be pleased to state:

(a) the total number of special trains sanctioned for pilgrims on Western Railway during the years 1957 to 1960; and

(b) the number of applications received from Scheduled Caste persons during the said period and the number of such special trains given to Scheduled Caste persons so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Applications for special trains are registered separately under the following categories only:

(1) Kisans and Students/teachers

(2) Pilgrim Specials.

The total number of Pilgrim Special trains that originated from stations on the Western Railway during the years 1957 to 1960 are indicated below:

Year	*Number of Pilgrim Specials*
1957	9
1958	10
1959	25
1960	23
TOTAL	67

(b) No such statistics are maintained separately.

Rihand Project

791. Shri Bishwanath Roy: Will the Minister of **Irrigation and Power** be pleased to state whether it is a fact that power potential presently available at Rihand remains unutilised?

The Deputy Minister of Irrigation and Power (Shri Hathi): No power is being generated at Rihand as yet. As such, the question of its remaining unutilised does not arise.

Roads in Lodi Colony and Defence Colony.

792. Shri Ram Garib: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that roads in the Lodi Estate/Lodi Road Area and a so in the Defence Colony, New Delhi are in a very dilapidated condition;

(b) if so, what action is being taken by Government in the matter; and

(c) when were the last periodical repairs of these roads undertaken and what is the usual time to undertake such periodical repairs in general?

The Minister of Health (Shri Karmarkar): (a) No. Condition of roads is satisfactory except the IV Avenue which is to be widened. Meanwhile the patch repair work of this road is regularly being done.

(b) and (c). Repairs of the roads are being carried out by regular gangs as and when needed.

Track Renewal Programme

793. Shri Anirudh Sinha: Will the Minister of **Railways** be pleased to state:

(a) the mileage under track renewal programme completed during the Second Five Year Plan upto the 31st December, 1960, in the different Zones of the Indian Railways; and

(b) what is the mileage still under speed restriction in the different Railway Zones?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The detailed information is being collected and will be laid on the table of the House shortly.

रेलवे सुरक्षा बल के कर्मचारियों को नौकरी से अलग करना

७९४. **श्री रामसेवक यादव :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि उत्तर रेलवे के बीकानेर डिवीजन में रेलवे सुरक्षा बल के अधिकारियों ने अपने अस्थायी कर्मचारियों को बगैर किसी सूचना के ही अलग कर दिया है; और

(ख) यदि हां, तो ऐसे कर्मचारियों की संख्या कितनी है और उनको किस आधार पर नौकरी से इस प्रकार अलग किया गया है ?

रेलवे उप मंत्री (श्री शाहनवाज खां) : (क) जी नहीं।

(ख) सवाल नहीं उठता ।

कैरेज वर्कशाप, आलमबाग, लखनऊ

७९५. **श्री रामसेवक यादव :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १० जुलाई, १९६० को आलमबाग, लखनऊ की कैरेज वर्कशाप बन्द थी;

(ख) क्या यह भी सच है कि उस दिन उक्त वर्कशाप का कोई भी कर्मचारी ओवरटाइम के लिये नहीं आने वाला था ;

(ग) यदि हां, तो क्या उक्त वर्कशाप के कर्मचारियों पर उक्त तिथि को श्रमिकों

को हड़ताल करने के लिये उकसाने का आरोप लगाया गया है; और

(घ) यदि हां, तो कितने कर्मचारियों पर यह आरोप लगाया गया है ?

रेलवे उप-मंत्री (श्री शाहनवाज खां): (क) जी हां।

(ख) १० जुलाई १९६० को कुछ कर्मचारियों को ओवर टाइम के लिए बुक किया गया था।

(ग) जी नहीं।

(घ) सवाल नहीं उठता।

पूर्वोत्तर रेलवे के टिकट चैकरों की पदोन्नति

७९६. **श्री रामसेवक यादव** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के टिकट चैकिंग कर्मचारियों की पदोन्नति उनकी वरिष्ठता के आधार पर नहीं की जाती है;

(ख) यदि हां, तो कितने कर्मचारियों की पदोन्नति वरिष्ठता के आधार पर नहीं की गई है ; और

(ग) उन्हें पदोन्नति देने का क्या आधार है ?

रेलवे उप-मंत्री (श्री शाहनवाज खां) : (क) और (ग). टिकट जांच करने वाले कर्मचारियों के कुछ पद सेलेक्शन ग्रेड के होते हैं और कुछ नान-सेलेक्शन ग्रेड के। नान-सेलेक्शन पद सबसे सीनियर योग्य कर्मचारी को तरक्की देकर भरे जाते हैं। कर्मचारी की योग्यता उस पद को भरने वाले समर्थ अधिकारी द्वारा उसके सेवा-रिकार्ड और/या, यदि आवश्यक हो, तो विभागीय परीक्षा के आधार पर निर्धारित की जाती है। सेलेक्शन पद सेलेक्शन बोर्ड द्वारा निश्चित सेलेक्शन के आधार पर भरे जाते हैं, लेकिन चुने हुए उम्मीदवारों के नाम पैनल पर सीनियरिटी के अनुसार रखे जाते हैं जो उम्मीदवार ७५ प्रतिशत से अधिक अंक प्राप्त करते हैं, उन्हें विशिष्ट श्रेणी मानकर उनकी सीनियारिटी के अनुसार उनका नाम सबसे ऊपर रखा जाता है।

(ख) १९६० में जिन कर्मचारियों को सेलेक्शन पदों पर तरक्की दी गयी, उनकी संख्या २४ थी।

प्रथम और द्वितीय श्रेणी के कर्मचारियों की पदोन्नति और स्थानान्तरण

७९७. **श्री रामसेवक यादव** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय रेलवे के कुछ विभागों में काम करने वाले कई प्रथम और द्वितीय श्रेणी के कर्मचारियों को बहुत-सी पदोन्नतियां मिल चुकी हैं।

(ख) क्या यह भी सच है कि अभी तक उनका किसी अन्य रेलवे में स्थानान्तरण नहीं किया गया है; और

(ग) यदि हां, तो उनकी संख्या और उनको एक ही रेलवे में लगातार पदोन्नति देते रहने के क्या कारण हैं।

रेलवे उप-मंत्री (श्री शाहनवाज खां) : (क) से (ग). भारतीय रेलों में पहली और दूसरी श्रेणी के पदों पर काम करने वाले कर्मचारियों को तब तरक्की मिलती है जब जगहें खाली होती हैं और तरक्की उसी हालत में दी जाती है जब उनमें तरक्की पाने की पात्रता और योग्यता हो। केवल जन-हित की दृष्टि से इन कर्मचारियों की बदली एक रेलवे से दूसरी रेलवे में की जाती है, अन्यथा नहीं।

Railway Line to Sardarnagar

798. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) the amount spent on laying the Railway line from Bhavnagar Station to the Sardarnagar Station;

(b) the length of the Railway line;

(c) whether the railway line has since been dismantled after the Congress Session; and

(d) the profit and loss account of the special line laid and run for the benefit of the visitors to the Bhavnagar Congress Session?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Rs. 60,475.

(b) 1 mile and 1290 feet.

(c) Yes, Sir. It was fully dismantled by 15th January, 1961;

(d) The total net expenditure incurred by the Railway in providing the facilities in connection with this Congress Session was Rs. 2·6 lakhs approximately and the total additional income is estimated at Rs. 4·20 lakhs. The Railways thus earned a net profit of Rs. 1·6 lakhs approximately.

12·01 hrs.

PAPERS LAID ON THE TABLE

Notification issued under National Highways Act

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table a copy of Notification No. S.O. 3010 dated the 17th December, 1960, under Section 10 of the National Highways Act, 1956. [*Placed in Library, See* No. LT-2687/61].

Notification issue under Essential Commodities Act

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): I beg to lay on the Table a copy of the Inorganic Fertilizer (Movement Control) Order 1960, published in Notification No. GSR 1561 dated the 31st December, 1960, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955. [*Placed in Library, See* No. LT-2688/61].

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the Provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Delhi Shops and Establishments (Amendment) Bill, 1961, which has been passed by the Rajya Sabha at its sitting held on the 27th February, 1961."

DELHI SHOPS AND ESTABLISHMENT (AMENDMENT) BILL

Laid on the Table as passed by the Rajya Sabha

Secretary: Sir, I lay on the Table of the House the Delhi Shops and Establishments Amendment) Bill, 1961, as passed by Rajya Sabha.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

Banaras Hindu University

Shri Chintamani Panigrahi (Puri): Under Rule 197 of the Rules of Procedure and Conduct of Business, I beg to call the attention of the Minister of Education to the following matter of urgent public importance and I request that he may make a statement thereon:

"Certain professors of Banaras Hindu University not having been reinstated in spite of the judgement of the Supreme Court."

The Minister of Education (Dr. K. L. Shrimali): It is rather a lengthy statement?

Mr. Speaker: How long is it?

Dr. K. L. Shrimali: About 4½ pages. I shall not bother the House with the details in the first paragraph, as that deals with the statutory provision how the Executive Council will refer the cases to the Solicitor-General, how he passes them on to the Reviewing Committee and how the Reviewing Committee send them to the Executive Council. So, I will straightway go to paragraph 2.

*[Pursuant to Section 8(ix) of the Banaras Hindu University (Amendment) Ordinance 1958, a Screning Committee comprising Dr. Radhabinod Pal as Chairman and Shri K. M. Lal and Dr. V. S. Jha as members was constituted to examine the cases of all persons who, at the commencement of the aforesaid Ordinance, were holding teaching, administrative or other posts in the University and in respect of whom there was reason to believe that their continuance in office would be deterimental to the interests of the University. This Ordinance was repealed by the Banaras Hindu University (Amendment) Act, 1958 which received the assent of the President on the 20th September, 1958. Under this Act, the Screening Committee was renamed as 'Reviewing Committee" and its constitution was also changed. The Vice-Chancellor, Dr. V. S. Jha was replaced by Dr. V. K. N. Menon, Director, Indian Institute of Public Administration. Subsequently, on the demise of Shri K. M. Lal, Prof. N. K. Sidhanta was appointed as a member of the Reviewing Committee. To safeguard the interests of the employees, it was provided that the Executive Council will, in the first instance, refer the cases to the Solicitor-General to the Government of India and, if the latter is satisfied that there is a *prima facie* case for inquiry, he shall refer the case to the Reviewing Committee.]

In terms of the statutory provision mentioned above, the Executive Council referred twelve cases of University teachers|officers (including one complaint against the then Vice Chancellor, Dr. V. S. Jha) to the Solicitor-General. Whereas the complaint against the Vice-Chancellor was withheld by the Solicitor-General, the other eleven cases were referred by him to the Reviewing Committee. The Committee considered nine of these cases and submitted its recommendations to the Executive Council of the University in terms of clause (3) of Statute 30 of the Statutes of the University; the other two case were returned by it undisposed as the employees involved had filed legal proceedings against the University.

After considering the recommendations of the Reviewing Committee, the Executive Council served notices on four teachers to show cause why their services should not be terminated. These teachers, however, filed writ petitions in the Allahabad High Court against the notices served on them, and obtained a Stay Order from that Court.

On the 15th May 1960, the Executive Council of the University considered the cases of the above mentioned four teachers and also of the other six teachers whose cases were referred to the Reviewing Committee and decided to terminate the services of all the ten teachers with effect from the 1st June 1960 in accordance with the terms of agreement of services entered into by them with the University and also according to the normal law of the land as also the University Ordinance relating to the terms and conditions of employment. It was made clear that the termination of services had nothing to do with the Reviewing Committee or its recommendations—favourable or unfavourable—and that it was merely the question of the Uni-

*Paragraph 1 which was not read in the House.

versity enforcing the terms of contract which both the parties had signed. Notices terminating the services of the aforesaid teachers with effect from the 1st June 1960 subject to the payment of a salary equivalant to the prescribed period of notice in each case were served by the University on the teachers on the 24th May 1960.

Nine of the above mentioned teachers filed writ petitions before the Allahabad High Court on the 31st May 1960 against the decision of the University terminating their services. The High Court, by a common judgment, dismissed all the petitions with costs on the 15th July, 1960. Thereupon, eight of the teachers filed appeals before the Supreme Court against the judgment of the Allahabad High Court, with special leave granted by the former Court. On the 10th January 1961 the Supreme Court delivered its judgment allowing the appeals and quashing the resolution of the Executive Council regarding the termination of their services. The Supreme Court had *inter alia* held that the University could not, having started enquiries under Statute 30 of the Statutes of the University, abandon the enquiries in mid course and pass on to something else particularly when allegations of conduct detrimental to the interests of the University had already been made against the teachers and scrutinised by the Solicitor-General and the Reviewing Committee. The Court further considers that the University could not invoke its general power to terminate the services of the teachers in question, although its power to terminate the services is not denied. The Court have held that the Executive Council did not exercise its powers under the Statutes and the Ordinances correctly, and erred in thinking that there were cumulative or alternative powers, even after the adoption of the special procedure prescribed in respect of reference of cases to the Reviewing Committee. Although the Court did not feel concerned so much with the motives, or even with the justice of the action, it has not accepted the contention that the action of the Executive Council was based upon malice or any indirect or oblique motive.

On the 10th February, 1961 the Allahabad High Court finally disposed of the writ petitions filed by the four teachers referred to earlier. The Court directed the University to allow the teachers in question to submit such further explanations in response to the notices as they may wish to submit within two weeks of the date of judgment.

On receipt of information regarding the judgment of the Supreme Court, the Vice-Chancellor of the University, in exercise of the powers conferred upon him by clauses (4) and (5) of Statute 9 of the Statutes of the University, passed an emergency order on the 10th January 1961 against the teachers in question prohibiting them to act or function as teachers or members of other bodies or Committees of the University.

At its meetinng held on the 11th 12th and 13th February 1961, the Executive Council considered the judgments of the Allhabad High Court and the Supreme Court and decided that four of the above-mentioned eight teachers may be permitted to report themselves for duty in the University with effect from the 16th February 1961. These teachers have since reported themselves for duty. The Executive Council has also closed all proceedings made against these teachers under Statute 30 of the Statutes of the University. In the case of the remaining four teachers, the Executive Council asked for their further explanations in terms of the judgment of the Allahabad High Court. The teachers have since submitted their explanations, and the same will be considered by the Executive Council at its next meeting proposed to be held on the 17th March, 1961. In the mean time, the Executive Council also resolved that these teachers be prevented from functioning in any capacity whatsoever till the enquiry was completed.

Shri Braj Raj Singh (Firozabad): You will remember, Sir, that an adjournment motion was moved in this House on this matter.

Mr. Speaker: That is why I have allowed the calling attention notice.

Shri Braj Raj Singh: Therefore, a question should be allowed.

Mr. Speaker: Yes. one question.

Shri Braj Raj Singh: The hon. Minister has stated that on the 10th February when the judgment of the Suppreme Court was delivered here the University was pleased to take some emergency action under the supposed Ordinance and prevent the teachers from acting in any manner in the University. Now four teachers have been reinstated and 4 teachers remain, against whom the hon. Minis-tre says.....

Mr. Speaker: What is the question?

Shri Braj Raj Singh: After the passing of the judgment by the Supreme Court on the same case the University Vice-Chancellor is taking action against the four teachers against whom the Supreme Court has been pleased to pass certain orders. What were the circumstances under which the emergency provisions of the statute could be invoked?

Dr. K. L. Shrimali: The answer is very clear. The Vice-Chancellor had no authority to withdraw the order of the Executive Council because it is only the Executive Council which could consider the whole case. Therefore, till the Executive Council met the Vice-Chancellor exercised his emergency powers. He called a meeting of the Executive Council and the Executive Council considered the whole matter. The Vice-Chancellor alone was not competent to consider the mattear.

Shri Chintamoni Panigrahi: We are glad to know that eight teachers have been reinstated.

Some Hon. Members: Not eight, four.

Shri Chintamoni Panigrahi: Four teachers have been reinstated and four remain. We would like to know from the hon. Minister whether the four teachers who still remain to be reinstated, if they again prefer an appeal to the Supreme Court, will be reinstated or whether the hon. Minister will kindly direct them to reinstate those teachers.

Dr K. L. Shrimali: I have explained the whole case at length. The Executive Council has considered the judgments of the Supreme Court and also of the Allahabad High Court. As I said, the Allahabad High Court had directed the University to call for explanations of these four teachers. The explanations have been submitted and at the next meeting of the Executive Council their cases will be examined. These are the cases of teachers about whom the Reviewing Committee had recommended that their continuance in the University will be detrimental to the interests of the University.

Shri Braj Raj Singh: May I request you to circulate the copies of the statement of the hon. Education Minister?

Mr. Speaker: Very well. The office will circulate copies of the statement made by the hon. Minister.

Dr. K. L. Shrimali: The statement will be laid on the Table of the House.

Mr. Speaker: Hon. Members want copies of the statement and I have advised the office to circulate it.

12.11 hrs.

RESIGNATION OF MEMBER

Mr. Speaker: I have to inform the House that Shri Satyendra Narayan Sinha, an elected Member from the Aurangabad constituency of Bihar, has resigned his seat in Lok Sabha with effect from the 28th February,

1961. I understand that he has become a Minister there.

CORRECTION OF ANSWER TO S.Q. No. 908.

The Minister of Transport and Communications (Dr. P. Subbarayan): With your permission, Sir, I wish to make a slight correction in the reply given by me to supplementaries put by Shri Sampath on Starred Question No. 908, dated the 14th December, 1960. I had stated therein that the P.P. Forms were being supplied free but the exact position is that the P.P. Forms are priced forms and are supplied by the Reserve Bank of India against payment of Rs. 8.78 nP per 100 forms.

Shri Tangamani (Madurai): May I know whether in the future at least these P.P. forms will be supplied free?

Dr. P. Subbarayan: That is for action by the Finance Ministry.

12.13 hrs.

APPROPRIATION BILL, 1960-61

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, on behalf of Shri Morarji Desai I beg to move:*

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1960-61, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1960-61, be taken into consideration."

The motion was adopted

Mr. Speaker: The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title were added to the Bill.

Shri B. R. Bhagat: Sir, I move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted

12.14 hrs.

RAILWAY BUDGET, 1960-61—GENERAL DISCUSSION—*contd*

Mr. Speaker: The House will now take up general discussion on the Railway Budget for which the time allotted is 14 hours and the time already taken is 30 minutes. Hon. Members will have 15 minutes each except spokesmen of groups who will have five minutes more. Shri Anthony.

Shri Frank Anthony (Nominated—Anglo-Indians): That is all.

Mr. Speaker: Hon. Member can condense his remarks.

Shri S. M. Banerjee (Kanpur): Other points can be covered by us.

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*Moved with the recommendation of the President.

Shri Frank Anthony: Mr. Speaker, Sir, I have always been regarded as rather a severe critic of the railway administration. After reading the hon. Railway Minister's speech and studying the report of the Railway Board, I think I can say with a great deal of justification that the railway administration on an overall basis has earned the appreciation, even the congratulation, of this House.

In his speech the hon. Railway Minister gave certain very significant figures. He said that between the beginning and the end of the Second Plan traffic movement increased by at least 50 per cent as against a 29 per cent increase in wagon holding and a 26 per cent increase in tractive power. I do not know what hon. Members will feel, but in the context of these figures my own estimate is that the railways have worked and are continuing to work not only to the maximum of their capacity but beyond their capacity. My real fear is that the railways are driving themselves so hard that within the next ten or fifteen years they may well reach breaking point. I am not blaming the hon. Minister or the administration for this. The stark fact is that we are imposing on the railways a rapidly increasing burden of traffic without providing the railway administration with commensurate resources.

Two facts emerge from what the hon. Railway Minister has told us and the figures he has supplied us. There is a current shortfall in the traffic carried and there is a prospect of an increasing shortfall in traffic capacity. I do not want to say to the hon. Minister, "I told you so" because the responsibility was hardly a personal responsibility, but when the allocations in respect of the Second Plan were presented to this House, I said that those allocations were inadequate. I said then that I estimate in the context of those allocations a shortfall in transport capacity amounting to approximately 10 million tons. What has in fact happened? We find that in the current year there has been a shortfall of at least 8 million tons. I use the expression 'at least' advisedly. Then my own fear is that the position may be worse in 1961-62.

The hon. Minister has told us that he is providing additional movement of approximately 15 million tons. I do not know whether that is an adequate provision or whether he considers it a minimum provision or an adequate provision. My own feeling is that it will prove to be largely inadequate. We know what is happening on the coal front. I do not want to underline that controversy, but the facts, as they emerge, show that even for a minimum carrying of coal in the next Plan we will require additional movement of between 8 and 9 million tons in respect of coal. Those who ought to know tell us that we will require a similar additional movement in respect of steel, making between these two commodities a major movement of between 16 and 17 million tons. What happens to traffic requirements in respect of the rest of industry? I was reading a knowledgeable article written the other day by a senior ex-Member of the Railway Board. I am inclined to feel that it is an extremely conservative estimate. His estimate was that the railways will be required to carry a minimum of additional goods traffic of between 20 and 25 million tons whereas the hon. Railway Minister is providing for an additional movement of 15 million tons.

Then, as I went through the speech of the Railway Minister I found a significant reference there to outstandings of registrations being high. The Minister has said that they were unable to liquidate the arrears in respect of traffic requirements because of the strike. I am prepared to concede that the strike did bog down that capacity, but I do not think that was a complete answer. My own feeling is that we were up against this stark position that there were heavy arrears of loading, for because of several reasons the

railways were not able to cope with the traffic that was offering. I have made this point on previous budget occasions and I feel it deserves to be underlined, and that is that apart from the back-log in respect of engines, track, wagons, you have two principal bottlenecks. I do not know if the Minister agrees with me, but his yard facilities and his line capacity are not adequate. Here again I have read statements in the press accusing the railways of not moving wagons. It has been said that wagons are being held up for days, for weeks, and sometimes for months. That perhaps is quite correct. But the reason, as I see it, is this. I do not know whether I would be prepared to accept the position that the wagon requirements are sufficient. I do not think so. I feel that, as a part of the legacy from the past, we have a radical back log of engine requirements, rolling stock and, above all, of renewal of the line capacity. With the present provision you will be lucky if against an expanding economy you stand still, stand still relatively to the position that we had immediately after the war. There is no question of making up this back log. With the provision you are making today you will stand still relatively to the position as we had immediately after the war. I am not blaming them, I am only seeking to underline the position.

And what is happening? I said it last year, and I think it bears repetition, that the railway administration because it has these tremendously increased burdens and has to move this traffic, is doing its best, and is doing it the only way it can. I used this expression last year: The railway administration is flogging everything it has, flogging its engines, flogging its rolling stock, flogging its track and flogging its staff.

Let us face this position. What is happening? The inevitable is happening. In order to do this the Railways have cut down drastically in the time that is being allotted to the maintenance of engines. I will give an example. I am told that where you washed out an engine after 800 miles it is now being washed out after nearly 1,400 or 1,600 miles. You can do it. But you will be able to do it only up to a limited point of time. My own view is, and that is the view of people who ought to know, that because you are over-taxing your rolling stock beyond their capacity you are halving the lives of your rolling stock. And that is something which we must face. Your engines today last on an average between thirty and forty years. With the way in which we are flogging them and the way in which we are denying them maintenance, people say you will be lucky if your present stock of engines last for ten or fifteen years.

What I want the administration and the House to face up to is this. We know what we are doing; we ought to know what we are doing. Are we aware of the price that we will have to pay? That is what I feel the Railway Administration must make clear to this House, that the Railways are living today from hand to mouth, they are living from day to day. And I do not know whether this is the common complex with the Railway Administration—it may be a complex with the administration generally—well, let us live from day to day, what does it matter what happens after we have passed on, after me the deluge! I hope that is not the attitude of the Railway Administration.

In this respect I want to underline the difficulties that the men are facing. Because, as I say, you are driving everybody, your stock and your men. The men are working under tremendous pressure. More and more, almost every day I receive complaints from all parts of the country particularly from your running staff, that because you are driving your engines and driving the other stock nobody can carry out the booked repairs. Repairs to engines are booked, they are not carried out. The men say the engines are defective. They are told "you will take those defective engines out". If they refuse, they are penalised immediately. Very often they are suspended. These are perhaps the inevitable consequences of the fact that we are

[Shri Frank Anthony]

working under such tremendous pressure and working with this inadequacy of stock.

I have looked at the figures with regard to failures. When I asked even senior officers, they say, "do not look at these figures, these figures are doctored, we have to doctor them, we dare not show the actual failures, we mis-describe them and it is only when the failures are of a major nature that they are put down as mechanical failures." Even in this context of these figures being doctored, you will find a rather significant increase in the number of engine failures. The figures that I have been able to gather from the railway report show that in 1959-60 there were 1,036 engine failures as compared with 910 in the previous year. You see, the figures going up. When I make enquiries from people who operate the sheds, they say "there is no index of what in fact we are dealing with". The number of defective engines we are dealing with today has increased between 200 and 500 per cent. It is the same tell-tale story right down the line.

Shrimati Parvathi Krishnan (Coimbatore): From years.

Shri Frank Anthony: As I say, it is the legacy of this tremendous back log.

Then I was looking at the figures of derailments. Even these figures have reasons are. As regards derailments reasons are. As regards derailments in respect of trains other than passenger trains, the figures for 1959-60 show 1,385, an increase against the figure for the previous year which was 1,331. The Railway Minister is not here. I know he will answer me and say "But what do you expect me to do? I have got to cut my sherwani according to my financial cloth". I agree it is axiomatic. But my fear is—I do not know whether it is a fear which he appreciates as stridently as I do—it is a complete illusion for him to think that he will be able to cut his sherwani out of the financial cloth that he is being provided with. He won't be even able to provide the administration with the kind of coat that I am accustomed to be wearing; he will be very lucky if he is able to provide the administration with a very skimpy kind of Morarji-Desai waistcoat. That is my fear, and I should imagine that he realises it. And because of this tremendous pressure of trying to make do with the completely inadequate financial provision, we find economy in certain misconceived directions. I have been one of the most ardent critics of the Railway Administration in respect of waste. But at the same time I do not want this urge for economy to be routed along misconceived lines. There was a tendency for the Parkinson's law to operate on the Railways as in all departments of the Government, that is, more and more people chasing a smaller number of jobs and duties. But, I feel, here, the Railways will have to allocate their rather inadequate financial resources carefully. I was perturbed by the fact that in 1959-60 and again in 1960-61 there has been almost a blanket ban on the recruitment of all staff—I am open to correction—in class III and class IV. What worries me is this. I am prepared to concede that you can do without recruitment of ministerialist staff—perhaps there are too many clerks about in any case, too many clerical assistants to officers and higher ups. But, what about your essential staff? How can you, in the context of a rapidly developing economy, when admittedly the traffic requirements are expanding rapidly, place a blanket ban on the recruitment of essential staff? By essential staff I mean particularly your running staff, your loco, traffic, operating staff.

The Deputy Minister of Railways (Shri Shahnawaz Khan): There is no such ban.

Shri Frank Anthony: I am glad to hear that. I was under that impression. As a matter of fact, I have had letters from the Minister saying that there has been this ban more or less

on recruitment in the past year or two years even with regard to traffic and loco staff. I was under the impression that there was this blanket ban.

The fact that you have not got enough staff is underlined by the circumstance that I am constantly getting complaints of the hopelessly inadequate provision for leave reserve. The men tell me that it is virtually impossible for them to get their entitled leave of 30 days in a year. Virtually impossible. May I, in passing, make a reference to the recommendation of the Pay Commission? The Pay Commission—they are good people, but people sitting unfortunately in a vacuum of some unreality—said, we will cut down the entitlement to accumulation of leave from 180 days to 120 days and to justify this, they began to draw analogies from western countries, analogies which have no application. In western countries, we have not got this particular facet which we have at the moment, a phase—I hope it is a passing phase—wehere you have inadequacy of staff. There is no provision of leave reserve. Men accumulate their leave not because they want to. They accumulate their leave because they are compelled to accumulate their leave, because when they apply for their entitled leave, you say, we have no leave reserve. On the one nand, they cannot get their leave; on the other hand, you are cutting down the amount of leave which they are entitled to accumulate on full pay.

May I make a passing reference to an omission? I do not, probably, it was completely unwitting. But, I was a little disappointed at the complete omission—I have read the speech carefully; I am open to correction—of any reference in the speech to some appreciation—I won't say tribute—to some appreciation of the service rendered during the strike by your loyal staff.

Shri S. M. Banerjee: All are loyal.

Shri Frank Anthony: I did not mean that. I can follow his line of thinking. He would like to have no loyal staff in times of crisis so that the country can be held to ransom.

Shri S. M. Banerjee: All are loyal.

Shri Frank Anthony: That is what my friend wants. I say this and I want to put it on record. Fortunately, you have particularly in certain affected areas your loyal staff. I am not only gratified, but I am proud of the part that was played by the Anglo-Indian Railwaymen.

Shri S. M. Banerjee: They should be awarded medals.

Shri Frank Anthony: Not medals, but some appreciation. I expected that they would adhere to their long tradition of loyalty to their service and they did it in no uncertain measure.

I have received reports from 70 branches of my Association. I am not going to read them. I am going to read only two reports from Adra and Kharagpur which were among the worst affected areas. In spite of what my friends from the back may say, I think this is a matter in respect of which the House will be not only interested, but appreciative. This is the report from Adra. It may refer to Railwaymen of a particular community, but it does show what they were called upon to face.

> "I am happy to inform you that, here in this town of Adra, every Anglo-Indian acknowledged your press release and took your advice—not to participate in the strike. Because we deliver the coal to Tatas, Bhilai, Rourkela, Martin Burn, the minerals to Durgapur and Burn, the strikers struck hard here. Under threats of violence of slashing of wives and children stone throwing and brick-batting the boys, not only the employed, but the retired men went to their duties and managed to keep, under awfull conditions, skeleton passenger and essential freight services going with such determination that we broke their backs before the Territorial Army arrived."

An Hon. Member: Disgraceful.

Shri Frank Anthony: My hon. friend says it is disgraceful. It depends on the point of view. If the country did not have people like this, every now and then, the country would come to a grinding halt.

Shri Shahnawaz Khan: Most commendable.

Shri Frank Anthony: "Steam Locos were sometimes manned by three Anglo-Indian Drivers, who worked as driver, fireman and second fireman. At Cabins, level crossing gates, yard control offices and where others had to come for duty at night, with no call-boys working, the lads went and escorted their relievers to duty.....

Shri S. M. Banerjee: Black legs.

Shri Frank Anthony: My friend says they were black legs. But he does not realise what the black legs did.

> ".... their wives and mothers gallantly staying alone while the strikers knocked on the doors and tapped the windows to break their morale."

Perhaps, my friend thinks that it is commendable conduct on the part of the strikers.

So far as Kharagpur is concerned, this is:

> "This is to report on the conduct of the Anglo-Indians at Khargpur. The boys rose splendidly to the emergency easily winning the esteem of all the officers with their round-the clock service. It was accepted as a challenge, and without Police protection, hemmed in by personnel threats by hordes of strikers, and with their home folk exposed alike, the lads kept the wheels moving."....

Shri Nath Pai (Rajapur): What is this document he is reading?

Shri Frank Anthony: These are the reports which I received.

Shri Nath Pai: From whom?

Shri Frank Anthony: From the railway-men in these centres.

Shri Nath Pai: Sir, would you kindly request the hon. Member who is a very senior and responsible Member to disclose the source of this information, because it is casting a most serious kind of aspersion and accusation of a very serious nature. Once, in the House, we have tried to answer this. There has not been a single case of violence throughout the strike. One gets sick of this kind of flimsy charges brought on the floor of the House. Not one prosecution launched so far.

Shri Frank Anthony: These are reports....

Shri Nath Pai: From whom?

Shri Frank Anthony: By the railwaymen, portraying in railway language the terrible conditions to which they were exposed in certain of the worst affected areas. Perhaps my friend would like me to read citations. My friend says that there was no violence. Let me read one citation as to what happened in Asansol. This is an official citation.

> "On the 12th and 13th July, 1960, when all other staff had been forcibly evicted by the strikers from the Andal West Cabin, Shri C. C. Dragwidge, the Yard Master remained steadfast at his post of duty. Even when he was surrounded by a mob of 200 persons on the 13th of July, and their attempts to intimidate him and force him to leave the Cabin, he stuck to his post till the Police arrived and dispersed the crowd and on the afternoon of the same day when the Divisional Superintendent, Asansol visited the Andal West Cabin he found Shri Dragwidge still working

single handed although other staff were afraid even to move in the vicinity of the Cabin."

Shri Nath Pai: That only shows that the strikers were graceful.

Shri Frank Anthony: May I say this? Some of my friends may think that it requires a great deal of courage to indulge in a strike. Some of them like my friends may think that it is even commendable for them to indulge in violence.

Shri S. M. Banerjee: No no; we never said that.

Shri Frank Anthony: I say, for unarmed railwaymen, to run the gauntlet of violence, not knowing what may happen to his wife and children: it requires courage of the highest and coldest order.

Shri S. M. Banerjee: You are the only nationalist alive in this country.

Mr. Speaker: Let him go on.

Shri Nath Pai: Yes. but there was not a single case of violence, a single case of prosecution.

Mr. Speaker: That is his allegation.

Shrimati Parvathi Krishnan: The courts have given their verdicts to prove that your allegationse are false.

Shri Frank Anthony: The Minister will probably be able to give us some authentic details of this matter.

I will deal with some of the major grievances. There is this question of increase of rent which is agitating the men. There was a 25 per cent. increase from 1st October, 1960. Perhaps this was due to reassessment of the capital value of the houses. The Minister will remember that in 1954 also there was a 25 per cent. increase in house rent. That means that between 1954 and up to date, there has been a 50 per cent. increase in the rent charged to railwaymen The argument may be that the cost of everything has gone up including the cost of materials, and that if railwaymen occupy newly built houses, inevitably we will have to assess the rent on the present capital value. My answer is this, that that would not justify an over-all increase in rent because I think I am right in saying that on an average, most of the houses occupied today, 90 per cent. of them, are houses which were built anything between 20 and 50 years back, in respect of which the railways have recovered the capital value over and over again. So, I would ask the Railway Minister to look into this matter, because, I think, it is a genuine reason for complaint.

There is another complaint which I get from all directions. I know the Railway Board has passed orders that one year before a person is due to retire, steps should be initiated to settle all his dues. But in spite of that, over and over again, I get complaints that people are not being paid their retirement dues for months, sometimes for years, and it is a source of avoidable hardship.

There is another grievance, and it is with regard to this tendency to punish people. I have been brought up in rather a strict school, and I am not against punishing them when they deserve it, but there is tendency to punish people, to punish them indiscriminately, and to punish them savagely. I will give an example of what is happening. Because of this general rather unsatisfactory position in respect of coal, the complaint on all the railways is that the drivers are being placed in conditions which are not endurable. They say that the tests in respect of coal consumption are carried out under the most perfect conditions, the best of coal is used, coal which is properly trimmed, but then in actual work they are given the worst coal, coal of the most inferior quality, and they work under day to day conditions which are not perfect conditions. Then they are supposed to account for a full wagon to the extent of 33½ tons. They say that a full wagon really only contains 32 tons, but they are

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made to account for the extra 1½ tons. Then they say there is pilferage, which is notorious particularly in winter, but the officials, because they do not want to account for the pilferage, make the drivers account for the shortage, and all the drivers down the line are constantly being punished. There are al kinds of punishments—stoppage of increments, stoppage of passes, stoppage of privileges, for the alleged excessive consumption of coal.

In this respect I would make an appeal to the Minister. I know that so far as I am concerned, it is a hardy annual, or it is a perennial, but I do feel the time is long overdue for the setting up of an appellate tribunal. You may have the rules the rules are there, but the rules are dead as the rule books which were brought into being many many years ago. There are the formal appeals to the Divisional Superintendent, but the Divisional Superintendent by and large does not apply his mind to an appeal as an appellate authority does or should do. I would ask the hon. Railway Minister to consider it. I know that he does apply his mind to these matters, but it is humanly impossible for a Railway Minister to deal with thousands of appeals that will have to come to him. I would ask him to consider whether it would not help if he has such an appellate authority. There is a feeling of frustration, a feeling of a denial of justice among the men, and if this feeling can be eleminated, it will add to the tone and quality of their work. I would suggest that some kind of appellate authority be set up in each zonal headquarters,—I will leave it to the Railway Minister as to how to constitute it—only to deal with appeals, so that the men will have the assurance that when they do appeal if there is a palpable injustice, they will have some chance of the palpable injustice being remedied.

I want, in conclusion, to say that by and large the railway administration has done a very good, even an excellent, job of work. I would only ask the Railway Minister to underline four things to beg, borrow or steal and increase the allocation for the railway administration (I think it is urgently necessary); not to cheesepare in the matter of recruitment of essential staff; to see that unnecessary punishments are not made; and if it is possible set up a real appellate authority in the zonal headquarters.

Shri Asoka Mehta (Muzaffarpur): The Railway Minister has many reasons to be satisfied with the performance of the railways. I think the world over the railways are passing through serious difficulties and when we judge our own performance, we should judge it in the context of this world picture.

Here is the latest White Paper that the British Government has placed before the British Parliament on the reorganisation of nationalised transport undertakings. So parlous is the state of the railways in the U.K., that out of the total capital liabilities of the railways there. which are to the tune of £1600 million, £400 million have been suggested to be written off, and £800 million will have to be put into suspense account. Only the remaining £400 million will be the capital on which there is hope of getting any kind of return.

We also inherited a railway system which was built up by the British, and had more or less the same kind of difficulties, but we have a certain silver lining. Our under-deveopment by and large, is a black cloud, but that black cloud has a silver lining. We are in a position to pick up and set things right, because we are not in that advanced stage where any change has to be paid for in as big a measure as it has to be done in the U.K.

Take, for instance, this introduction of the metric system. We have completed it, comparatively speaking, at

a much less cost than what it is going to cost the U.K. in the same way, I think we have woken up in time to the other problems of the railways,—whether we have woken up sufficiently or not is a different matter, I shall come to it a little later—but the country has the right to be satisfied about the fact that we have become aware of the problems that the railways have to face and have tried to tackle them with a considerable measure of success, and with certain ability.

Before I go into some of the more important questions that I want to deal with, I would like to enquire from the Minister as to why, firstly, there has been this slow development of electrification, because the shortfalls there are to the extent of two-thirds. The difficulties in providing transport facilities for our expanding economy are well known, and we were depending so much particularly in the strategic area, on this electrification. I wish he would find some time to tell us more about the reasons.

I am happy that we have inceased, in a marked manner, the use of indigenous materials for railways, but it is difficult to understand why there has been such a sharp shortfall in the utilisation of plan provisions for railway workshops.

The plan provision was to the extent of Rs. 65 crores. The total expenditure in the first four years, as given in this report is to the tune of Rs. 21.79 crores. I thought that when an increasing percentage, a massively increasing percentage of the requirements of the railways was being met from indigenous sources, the railway workshops had an important role to play.

The third point that I would like to ask him is this. Why have the losses on the North-Eastern Railway and the North-East Frontier Railway been doubled within a year after bifurcation? In 1957-58, the losses on the North-Eastern Railway, which was then a combined railway, were to the tune of Rs. 9.47 crores. In 1959-60, the losses of the two railways put together come to Rs. 19·37 crores. Is it that the bifurcation is such a costly process? I do not know.

I feel that we should be given some information on the working of these railways zone-wise, not only in the reports but in the speech that the hon. Minister delivers to us.

I would like to compliment the Minister on the considerable amount of valuable information that he has given us in his speech. Six years back, I had raised, while speaking on the Railway Budget, a number of questions about the transport coefficient of economic development. I remember that at that time certain sections of the House as well as people outside thought that I was trying to chase an unreal quarry. But I am glad to find that in the speech of the Railway Minister himself, so much attention has been given to the whole problem or relating our transport requerements to the needs of our growing economy.

This is distinct improvement, and I hope that we shall have more and more information in this direction. But I think it is also necessary to point out that the railways should not be treated as one big single kind of unified apparatus, but there are different zones. Some are making profits, and some are making losses. These things have to be assessed, and these things have to be looked into. I hope the hon. Minister will make it possible for Members to look into these questions so that we may be able to raise the right kind of questions. I find that it is a kind of undifferentiated continuum. The Railway Minister seems to treat the railways as an undifferentiated continuum. For some purposes of course, it must be an undifferentiated continuum but for the purpose of understanding and analysing the operational efficiency and for assessing the working of the railways, I suggest that it is not proper that in

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the speech, he should treat the railways as an undifferentiated continuum.

I have no desire to refer to the strike, but the way my esteemed friend Shri Frank Anthony has gone into it and the way the Government of India and my hon. friend the Railway Minister had dismissed the strike, it appeared as if it had no impact; but it seems that it has had an impact. I do not know for how long the strike lasted; I think it lasted for four or five days but the loss was to the tune of three million tons, as far as originating traffic is concerned. And there have been consequences which still seem to be haunting us.

I would like to draw your attention to what the Railway Board have to say at page 13 of their report for 1959-60: This is what they say:

> "The number of man-days lost during the year under review was the lowest as compared to any other year during the last decade."

This was a wonderful position. This was such a satisfying and exciting position by the end of 1959 or some time towards the beginning of 1960, that we had reached a stage where the man-days lost were the lowest. The number given is insignificantly small, and this was the best and the peak performance in the whole decade. Why is it then that this big strike took place? I would like the hon. Minister to ponder deeply over the point which I am raising. While I agree that he must give his fullest attention to all that my hon friend Shri Frank Anthony has said,—I hope my hon. friend will not misunderstand me when I say this—I would beg of him to give his main attention to the point which I am raising. Why it is when things were looking so bright, and there was this kind of responsiveness on the part of the employees to the Administration, that in 1960 there was this burst-up in which a number of people participated? The number may be X or Y, I do not know. But the fact remains that it did make a serious dent, a dent which we have not yet been able to straighten out, on the operational efficiency of our railways during the year.

My next point is about the inadequate anticipation of traffic. My hon. friend has referred to some of these things. So, I shall not try to repeat them. I find that the anticipation about traffic was belied in the Second Plan, and the Minister says that it is likely again to be belied in the Third Plan. As far as passenger traffic is concerned perhaps, this is being done deliberately because of our inadequate capacity to develop transport. We are giving greater preference to goods traffic than to passenger traffic. So, I shall not criticize about the inadequacy as far as passenger traffic is concerned. But, as far as goods traffic is concerned let us realise that the performance of the railway appears to be good. Even after we have taken into consideration the various criticisms that my hon. friend Shri Frank Anthony has just offered it appears to be good, but it is so because of the shortfall in our production. The shortfall, as far as coal is concerned, is 7 million tons; in steel and pig iron it is 2.5 million tons, and in cement, it is 1.7 million tons. This is a failure a failure of the economy as a whole to move forward according to the Plan that has permitted the Railway Minister to come here and tell us, behold my performance has been so good. I give him credit for that, but think the nation as a whole is rather sorry that our overall performance has been so poor. If our overall performance had been good,—and I hope that it will be good and we have to make every effort to see that it will be good in the Third Plan—where will the railways be?

May I point out that in the last ten years, there has been only a 28 per cent increase in the production of commodities and 40 per cent increase in services? As I tried to point out on the last occasion, this is an imbalance in our economic development which has to be corrected. Greater attention has to be paid to the increase of commodity production than to provision of services. If that happens, the burden on our transport facilities is going to increase disproportionately. While absolute figures have increased very much, relatively the change has been not very great. Basic traffic of coal, cement, ores; grains etc. constituted 50.4 per cent of the total traffic that is, goods traffic carried by the railways, in 1950-51, while the "others" constituted 49.6 per cent. In 1960-61, the difference is not very great. The percentage is 52.93 for basic traffic, and for the 'others' 47.07. But, if the Third Plan goes through,—and as I have repeatedly said, I hope and pray, and it will be my constant endeavour to see that that is the least that we are able to put through—the basic traffic will be 64.06 per cent. and the 'other' traffic will be 35.94 per cent. The whole structure of our traffic is going to change.

The other traffic may be picked up by other forms of transport but the basic traffic is the unalterable and inescapable responsibility of the railways to carry. At this time in a sense we have reached the historic forking of the road. We have reached a stage where as compared with the previous efforts great as they have been—and I congratulate the Railway Minister and through him the whole Administration and the million odd people who are working on the railways for the very fine work that they have put in; and we are very proud of them—a qualitatively different kind of effort and a qualitatively different kind of approach will be needed in the Third Plan, because we have reached the forking of the road.

This leads me on the very important question of transport co-ordination. I have been discussing so far the question of transport coefficient of our economic development, but the transport coefficient cannot be assessed adequately unless we have a clear picture of transport co-ordination.

It is here that the Neogy Committee has been gallantly struggling with this problem, and something which we had kind of pushed under the carpet has at long last been brought to the fore. I hope that this House will be willing to give sufficient thought and attention to the crucial problems which the Neogy Committee has raised, because I do not think that that Committee, no matter how high powered it may be, will be able to reach any decisions on policy, unless it receives guidance from those of us who have the privillege to represent the people here.

13 hrs.

As far as transport co-ordination is concerned, we are somewhat backward. Here is Mr. Savage's book; *An Economic History of Transport*. He examined transport co-ordination in the U.K. in 1930 and that where we are today in India. He says:

> "None of the restrictive legislation of the 1930s went to the root of the road-rail problem. None went for towards the achievement of the much-discussed but rarely defined aim of 'transport co-ordination'—

I suggest that even the Neogy Committee has not been able to define it, because it has raised certain very very important questions and unless we help to answer them, this term will not be defined—

> "Co-ordination, in the economic sense implies the carriage of traffic by that form of transport whose real economic costs are lowest. No steps were however,

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taken in the inter-war years to remove the unequal obligations and incompatiblae systems of charging of road and rail goods transport...."

We are, therefore, at this stage, and I think the Neogy Committee has done a splendid job by posing the crucial questions which we cannot evade or can evade only at our peril. There is already too much traffic; there will be even greater traffic in the further than all forms of transport can carry. We have not the resources to develop in spite of all the appeal that Shri Frank Anthony has made. I know the Railway minister also realises that we just have not the resources to develop and provide adequate transport to carry all goods. Therefore the whole problem of transport co-ordination is of sovereign importance.

Here I will say something which might make me unpopular even with you. I hope you will permit me to say that. ....

Mr. Speaker: I thought I am above politics.

Shri Asoka Mehta: No, I am going to say something about South India.

Mr. Speaker: I belong to the whole of India.

Shri Asoka Mehta: 70 per cent of our railway lines run parallel to or within a short distance of motorable roads. We find that between 1948-49 and 1960-61, there has been a sharp shift in passenger traffic. In 1948-49, 77 per cent of all passengers travelled by train and only 22.9 per cent travelled by commercial vehicles. In 1960-61, the break-up is 59.5 per cent by railways and 40.3 per cent by motor transport.

When this big shift is occurring, I think we must be very careful when we make all kinds of demands on the Railway Minister for extending railway lines. In Madras, where long-distance passenger road transport had developed very much, losses are being aggravated year after year as far as passenger transport is concerned. 95 per cent motor transport in Madras State runs parallel to railway lines, and the result is that any development or expansion of railways there without being very careful, is likely to be an even more losing proposition than such expansion in any other part of India. I say this with great hesitation, because in these regional questions, one has to be very careful. But purely in terms of the economic needs of the country, I hope we will be supporting the Railway Minister if he has to say that the economic considerations have to be more important than any other considerations.

Shri Thanu Pillai (Tirunelveli): What about goods traffic?

Shri Asoka Mehta: If I am saying some thing wrong and foul he can demolish me afterwards. But I do not think this is the time to interrupt.

When we talk about railway development, I think we shall also say that the railway development may have to be restrained because there is this possibility, and the development of road transport very fast. We shall, of course, have to take into consideration the condition of roads, of bridges and all that. That is where the whole question of co-ordination will have to be gone into from another angle also. But before I go into that, I would like to invite your attention to what has been done in U.K., where the Select Committee on Nationalised Industries recommended the policy of providing open subsidy by the State, naturally to be voted by Parliament for unprofitable lines maintained for social and other purposes. I think we should do that here. We should be clear in our minds that there must be certain lines which have to be developed for

social and other purposes; but we should also be clear that they are unprofitable and we shall have to give subsidy year after year, so that this House does all these things with full awareness and the whole country knows which are the lines which we are subsidising and why. Otherwise everything gets mixed up into the general accounts of the Railways and the Railway Minister has to face various pressures that are exerted upon him, no matter how strong he may be and somehow or other it may not be the most economic performance that he will be able to provide.

I therefore bring it to your attention so that this matter needs to be considered. Of course, so far our railway expansion programme has been very limited in the last decade. The only increase in railway construction has been 1200 miles. But the pressure is bound to grow, and it is growing. Six years ago what I said about transport co-ordination was perhaps then deemed to be irrelevant. The picture is different today. Likewise it may be that six years from today what I say now will sound very relevant. I suggest that these are issues into which we must go because all planning is ultimately insulating, to the extent it is possible, economic imperatives from political pressures.

On the question of road transport, you will remember that when the Masani Committee Report came up, I was somewhat critical and I had pointed out that his particular bias towards "free enterprise", which unfortunately for him and fortunately for me is out of tune with the general approach of this House and this country, had coloured the whole drafting of the Report. I find that the Neogy Committee which was an independent Committee also seems to have reached the same kind of conclusion. There is this constant pull between what one might call the pro-railway elements and the pro-road transport elements. The great thing that the Neogy Committee has done is to say that this kind of controversy is a barren controversy. The real issues are somewhat deeper and somewhat different. For instance, now there are only three alternatives. The first alternative is what the British Government have done. The British Government have said in the White Paper:

> The present restrictions on the ability of the railways to adjust quickly and adequately their freight charges and passenger fares are, in the Government's view, no longer justified in present competitive conditions.
>
> "The railways will therefore be freed from statutory control over their charges, except for fares in the London Passenger Transport Area...."

So many restrictions have been removed and commercial freedom given. Should we give commercial freedom? You cannot have commercial freedom for road transport and say no commercial freedom would be given to the railways. I feel we cannot afford to give commercial freedom to the railways; that is a policy which Indian economy, in its present stage, just cannot afford. Therefore, that has to be ruled out.

You will remember you had told me that one of the questions worth looking into is whether we cannot have the same price for coal all over the country. Now about 38—40 per cent of the traffic is carried by the railways is provided by coal. The average haulage is 500 miles and it costs about Rs. 17 per ton. The minimum cost is Rs. 7 for 100 miles and the maximum is Rs. 30 for 1500 miles. I do not know whether the suggestion that was made, that Rs. 17 be made uniform all over the country would be the right suggestion.

Mr. Speaker: Is there no telescoping rate for this?

Shri Asoka Mehta: Admitting that it is telescopic, the whole point that we were discussing with a group of friends was whether any kind of uniformity could be introduced; and I thought it would be useful to bring this to your attention.

Mr. Speaker: Perhaps he thinks it is possible.

Shri Asoka Mehta: I doubt that. I think that certain slight alterations might still be possible. I do not know because there is considerable substance in saying that areas which are far greater away from the coalfields have a competitive disadvantage in industrialisation. Whether the telescopic rates should be further reduced or whether any kind of increase in areas nearabout can be contemplated is a matter which the Railway Minister and the Planning Commission should go into.

Shri Bimal Ghose (Barrackpore): It has been done in the case of steel. (*Interruption*).

Shri Asoka Mehta: I doubt very much whether it could be done in the same way as steel has been done, 100 per cent uniform. But this is a point on which I would not like to offer a definite opinion one way or the other because it needs to be gone into, by the Planning Commission or, perhaps, by the Neogy Committee if it is competent to go into it. (*Interruption*).

As I said, commercial freedom cannot be given. Then, what is the alternative? The alternative then is, we can have regulation. Can we have regulation? There is room for regulation. But regulation, again, will have to move in a certain direction. What is the direction of the regulation? I think, today, our regulations have no very specific and clear direction.

It was a decision taken a long time ago that the Railways should also participate in road transport; they should be a kind of co-sharers in the development of road transport. In the Second Plan Rs. 10 crores were provided for this. But I am surprised to find that the actual utilisation in the first 4 years has been only Rs. 3.83 crores. The Railways are shouting and crying, justifiably in some cases and unjustifiably in other cases, about the competition that they are facing. Why is it that they have not been able to utilise these Rs. 10 crores? What has happened?

Mr. Speaker: There is a proposal to limit road transport to only 50 miles in the case of passenger traffic and to 250 miles only in the case of good traffic.

Shri Asoka Mehta: That, according to me, would not be very wise because we are not able to provide enough facilities of transport for passengers. In the last 5 years, I think, the actual increase has been 25 per cent. The provision was only 15 per cent. The potential increase will be much greater. It is rising at the rate of 6½ per cent or so—I mean passenger traffic. When there is a sharp increase and people want to go very much and 40 per cent. the passenger traffic has already been taken over by road transport, I wonder whether it would be very wise to interfere with it.

The real problem is that of goods transport, of its rational and continuous movements. The general transport policy seems to be that the goods must be kept moving. Passenger amenities and other facilities are very important. But, in the overall interests of economic development that will have to take a back seat. That is the present policy. If you think the policy has to be revised again, it is a major decision which the House should take. But we cannot keep on meddling at the Railway Ministry for what we had not asked them to attempt.

Two suggestions have been made; or rather two questions have been

raised by the Neogy Committee. What should be the licensing policy and what should be the taxation policy? As far as the taxation policy is concerned, I think, we must introduce flexibility. Taxation provides an instrument for directing and diverting traffic in certain directions. What should go by road and how it should go by road and all that. The whole regulation system will develop only to the extent we have a much more flexible instrument of regulation and direction

Today there is hardly any instrument. I am surprised to find that our Inter-State Transport Commissioner has hardly any work to do because all inter-State problems of road transport are being handled by the Zonal Councils. We know that the Zonal Councils consist of very distinguished leaders of our country. But the Zonal Councils meet so infrequently; they are already overburdened. I do not know what they will be able to do about coordinating inter-State road transport.

In the United States, for instance, the Inter-State Commerce Commission plays an important part in ensuring the co-ordination that exists there. Here, on the analogy of that, we had this Inter-State Transport Commissioner; and the Inter-State Transport Commissioner, as most of the Commissioner; and the Inter-State Transport Commissioner, as most of the Commissioners that we have created, seems to have become thoroughly ineffective. His ineffectiveness must be removed. In order to remove that, both the licensing policy and the taxation policy have to be thoroughly revised and gone into. On this question I feel I have given my views and I hope on this occasion or on some other occasion we shall give our views so that the Neogy Committee or Government may be able to reach a decision in the light of the informed opinion of this House is able to provide.

I have only two small points to make before I conclude. My penultimate point is about this coal business. This is rather a curious version of what comes first, the hen or the egg —this problem between the two Ministries, this dispute between the Ministry of Coal and the Railway Ministry. The Coal Ministry says that the Railway Ministry has not carried all the coal that has been mined. The Railway Ministry says that it has not got just the wagons to do it. It has not got the wagons to do it. Why? Because it has not got the steel for it. This is a kind of vicious circles that has been created Perhaps, the Railway Ministry has a case. I have looked into that. When I find the....

Mr. Speaker: I understood from the Minister that the targets of the Plan have already been reached but by the time the targets are reached, the demand is increasing. Therefore....

Shri Asoka Mehta: That may be so. But there is something more than this. If we look at the figures it is very interesting. From 1956-57 to 1960-61, year by year, the actual expenditure on rolling-stock—of course, rolling-stock includes wagons and everything—has been decreasing. In 1956-57 it was Rs. 93.75 crores. In 1957-58 it was Rs. 84·88 crores in 1958-59, it was Rs. 75.10 crores and in 1959-60 it was Rs. 57.09 crores.

Yesterday, you will remember that our Planning Minister Nandaji formulated a kind of law that in the first year of the Plan the expenditure is less than *pro-rata* and it keeps on rising in subsequent years. I think that it was the reply he gave to Shri Nath Pai. But that Nanda Law has been working in the reverse direction as far as the Railways are concerned because there has been a steady fall in the utilisation, there has been a fall *pro-rata* in the utilisation of the resources that have been made available.

Mr. Speaker: But I think it is the other way. The wagons are being produced and rolled on but then the demand for wagons goes down.

Shri Asoka Mehta: Sure; the wagons have been produced. But my whole contention is that while the provision for rolling-stock in 1956-57 was Rs. 93.65 crores, the actual expenditure was Rs. 93.75 crores and in 1959-60, the provision was only Rs. 59.41 crores and the actual expenditure was only Rs. 57.09 crores. They have argued that it is because they could not get steel. But this is a matter in which, I believe, the responsibley, perhaps, lies on both shoulders; but much more it lies on the Government as a whole.

My point is slightly different. I find by studying what little I have been able to study this problem of coal, we are not sure of where our coal mines are going to be, what quality of coal is going to come out. If you go through this report—as I am sure you have done—of the N.C.D.C. they say that they were expecting that they would get this particular quality of coal from a particular mine but, unfortunately, the coal that has come out is of an entirely different kind. All that has an effect on your transport arrangements. That is a technical subject. Can there not be any way of finding out—as we do as far as oil is concerned, some drilling is done to ascertaining and how much of it can be obtained—in the matter of coal what amount of coal you are going to get and what the quality of the coal is going to be? Before we lay out our plans and prepare ourselves, can we not do this? For we suddenly discover that the quality of coal is not useful for the purpose for which it was intended or expected to be used and there are all kinds of difficulties. That is why while this controversy between the two Ministries has been interesting to a point, I have some deeper concern. I would like the hon. Minister and Government to go into this matter.

My last point is this. It is absolutely necessary that we have a high level transport co-ordination committee. That is one of the conclusions to which this white paper of UK has come to. It is impossible to hand over all the means of transport to the Railways; it is inconceivable to think of any kind of transport arrangement in which the Railways do not play a very big part. What is needed is a transport co-ordination committee. Unless these various means of transport are brought together and unless they give up functioning as competitive units, mutually antipathetic and unless they are willing to bring about much closer understanding, we shall not be able to meet this problem. The Neogy Committee has asked: will it be necessary for us to move towards integration of transport? I feel that co-ordination will have to be in the direction of a certain extent of integration. It is not necessary to squeeze out private enterprise in goods transport. Private enterprise can be utilised or integrated in the various goods and road transport corporations that may be set up and in which the Railways, the State Governments and the private operators can come in. A series of corporations will have to be set up. But we are not clear about our own direction as far as the transport co-ordination is concerned. That is why the first is ruled out: under no circumstances can we have free commerce in transport because we cannot afford it. We have been oscillating between regulation and integration. I do not think any one of us would favour complete integration because that also would be something which would be unsuited to the genius of our country. It is in between these: sometimes regulation without direction and sometimes with direction. My contention is that only a transport co-ordination committee at the highest level will be able not merely to provide direction in terms of policies but directions in terms of implementation because this is a matter which cannot be left vague. Our whole ability to implement the big Plans of economic development can founder on this rock of transport. I hope and trust that it will not be a rock on which we will founder but a rock on which we shall

build the fabric of our abiding prosperity.

Mr. Speaker: Shri Guha. I have called four hon. Members, one after another, from the Opposition; I have not yet called any hon. Member from the Congress Benches.

Shri A. C. Guha (Barasat): Sir, the preceding Members who have spoken from the Opposition have also complimented the Railway Administration on their performance during this year and during the entire Second Plan period. So, I need not say much on that point.

The Railway Administration has done fairly well in fulfilling the obligations put on it by our developing economy. A saving of Rs. 40 crores has been effected in our foreign exchange expenditure by getting stores, equipment, etc. scheduled to be imported, from local manufacture. It is a big step and we are glad that they have been advancing towards self-sufficiency. They have also entered the export trade by offering global tenders about the supply of coaches to Pakistan and Argentina. In the matter of the supply of engines, we expect they will be able to compete in the foreign markets.

I suggest that the attention given to the research section is not quite adequate. Greater and bigger allotment should be made for research: in fact research is the basis on which they can proceed to manufacture intricate equipment and there should be adequate encouragement for research.

On serveral occasions it has come out in the House that there has been difference between two Ministries of the Government of India Railways and the Steel, Mines and Fuel. The carrying of coal is of vital importance for the development of our industrial economy and there have been some lapses in this regard. We do not know who is to blame more. Surely we know that there has been some shortfall in the production of coal but even then the Railways should give greater attention to this problem of carrying coal for industry and for its own uses. Some adjustment between the two Ministries should be affected.

In spite of the achievements, the replacements of engines and coaches have not been done properly. There are still backlogs in the replacement programmes of the railways which should be done early. Some of our rolling stock are overworked and need respite. Maintenance and repairs are also not being properly done in time. We should see that the engines, coaches and wagons run their proper life. Shri Frank Anthony has made a serious allegation that the engines which were to last 30—40 years cannot be expected to continue for more than 10-12 years under the present conditions. I do not know whether there is any basis for this allegation. My feeling is that this assessment may not be quite correct but I think we have not given proper attention for the maintenance of our engines. They are costly things and their replacements also will take sometime. So, they should be given proper attention.

The Financial position of the Railways is not very elastic. Year after year the net surplus is going down practically in 1959-60 it was Rs. 20 crores and in the present year, Rs. 14 crores. In the coming year, it would be Rs. 8.6 crores.

13.29 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Another disquieting feature is that the operating expenses are also going up. While the net surplus has gone down this year, the operating expenses have gone up by one per cent, *i.e.*, 81.1 per cent of the total receipts. This is rather on the high-side for any concern, for any commercial concern. The question may be raised whether Indian railways is a commercial concern or a public uti-

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lity concern. Surely, it has a public utility function. There is no question about that. But it should run also on a commercial basis to the extent that at least it must pay its own way. Its own development and maintenance should be financed by its own earnings. There should not be any confusion about the dividend to be given to the central revenues. That is not actually any extra money given to the tax-payers or the general revenues of the Government. It is just more or less to cover the interest charges, that the Central Government will have to pay on account of the money invested for the Indian railways. There might be a slight margin after covering the interest charges. So, the Indian railways should look to the commercial aspect also, even though it must have a public utility aspect before its mind.

The operating expenses should be brought down. This is particularly an important point as regards the passenger traffic. Passenger traffic has been increasing rapidly. It was expected that passenger traffic during the second Plan period would increase by only 15 per cent, but it has increased by 25 per cent. But in passenger traffic the Indian railways have been losing. So, any increase in passenger traffic is not adding to the profits. It may be said that it is adding to the total loss of the railways. The expense ratio of the Indian railways on passenger traffic is 101.9 per cent of the receipts. That means it is nearabout two per cent more than we get from the passengers. The railways should see that the passenger traffic should leave some margin. At least it should not incur any loss. This two per cent should be reduced so that passenger traffic may yield some margin, or, it may run without incurring any loss at the end of the year. So, I would suggest that the Railway Ministry should see how they can make passenger traffic somewhat paying or slightly more paying. At most, the expenditure on passenger traffic should not be more than 99 per cent of the total receipts.

As regards goods, there is a fairly good margin, though I will not say that it is a very good margin. Our expenditure as regards goods traffic is 87·5 per cent of the receipts. So, there is some margin left, but still, I should say that for a commercial concern, it is a narrow margin. A commercial concern, in the turnover of a year should get a profit of at least 20 per cent as the margin, so that it can pay its own way in the matter of maintenance, depreciation, expansion and the payment of interest on capital investments.

The capital at charge between the two Plan periods has increased by about ninety per cent. But the gross earnings have increased only by 75 per cent. In any commercial or industrial concern, if the capital has increased by 100 per cent. the turnover or the gross earnings of the concern must increase by at least 110 per cent, but in this case, whereas the capital at charge has increased by 90 per cent. the gross earnings have increased only by 75 per cent. So, there should be some attempt to see that the operating expenses are reduced.

In this respect, economy can be effected only in the use of stores and also in the pay bill of staff. I cannot say that the per capita pay of the staff can be reduced at present. But I think there is scope for reduction in the number of the staff. From a little over nine lakhs in 1954-55, the number of staff has gone to more than 11 lakhs in 1960-61. So, the increase of about 17 per cent during these five or six years is not justified by the increase in the volume of traffic. There should be some scope for effecting economy as regards the administrative expenditure as also on the fuel and other stores, etc.,

In this respect, I should say that one factor affecting economy is the prevailing corruption in the administration. In most cases, claims and their grounds are made in collusion with the staff and even ticketless travelling, I think, is done mostly in collusion with the staff. I do not say that the entire staff is responsible, but a certain number—I think there is quite a good number or proportion of them—is in collusion with bosses of groups and they help in these corrupt practices. This means loss of revenue for the railway administration. If these things can be tightened up, I think the revenue of the Indian railways can increase by a certain amount.

Moreover, there should be a serious attempt to prevent diversion of goods traffic from the railways to road transport. We cannot totally prohibit goods traffic by road transport, but to a certain extent, we can do it. I think that after a certain length above, say, 200 or 300 or even 500 miles, there should be a prohibition that road transport should not carry the goods. That can be done. I also think that after a certain length, road transport in respect of goods should be nationalised. The smaller people may be given a chance to operate through road transport in the matter of goods for short distances. I do not like to suggest anything about passenger transport. Passenger transport by roads does not cover very great distance. It is just 30 to 40 miles. It is not much more than that. But most of the goods traffic from one end of India to the other end is carried by road transport and there should be some regulation or control over that. I think the Railway Ministry should consider or the Government should consider whether inter-State road transport of goods can be nationalised or at least prohibited after a certain lenght. Long haulage should not be allowed to private transport. What is the condition of the private road transport services? The workers are not paid properly; the goods are not often properly kept; and they do not observe the traffic rules on the roads. They often obstruct other tsaffic and create trouble for normal road traffic. So, there should be some control over goods traffic by road transport.

Coming back to the financial position, I think the railway authorities quite know the position of the three funds the Depreciation Reserve Fund; the Revenue Reserve Fund and the Development Fund. The Depreciation Reserve Fund, started at the begining of this Plan, with Rs. 103 crores and I think it now stands only at about Rs. 12 crores or Rs. 14 crores. It has almost been exhausted during these years. I do not think that the allotment made by the recent Railway Convention Committee would also be quite adequate for meeting replacements, repair charges of the railway rolling stock and other items. I think the Depreciation Reserve Fund should be properly maintained, and for a commercial house having about Rs. 2,000 crores of investment, I think the Depreciation Reserve Fund should be kept at least on the basis of ten per cent of the capital at charge. But now every year it is going down and is almost completely exhausted. These is no amortisation fund. I do not know whether that has also been considered by the Government. Otherwise, I do not know how the Government is planning to repay the loans. Will they carry the loans all through? Certain loans have to be repaid. The loans taken from the International Bank or some international organisation ought to be repaid. And without a proper amortisation fund, I do not know how they intend to repay the loans. That means they will again have to borrow from the general revenues or from the market or from somebody else. The shifting of the burden of railway development and repairs and maintenance to the general revenues by borrowing from the general revenues means shifting the burden from the railway users to the general tax-payers, a vast majority of whom may not have any occasion to use the railways throughout the year. Why should they be asked to

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pay for the benefits of the railway users? This is a bad policy that the railways should go no taking loans from the general revenue. It means a greater commitment to pay dividend to the general revenue. So, as far as possible, the railways should try to maintain and develop their establishment with their own resources. Therefore, all these funds should be properly maintains.

Already reference has been made to the zonal railways. I do not know what was the justification for bifurcating the North-eastern Railawy, thus increasing the burden of loss year afer year. What is exactly the strategic portion of that railway? That should be properly stated; the loss from that also should be stated. The other portion of the Railway should be run on a commercial basis. If there is going to be continued and increasing loss year after year, there is probably a case for serious examination of the whole system of creating zones here and there without proper commercial justification.

I have stated that the railways should make their finances mose solvent. One way for that is by effecting economy. The other way is by revision of rates of passenger fares and freight. I think the hon. Railway Minister has been charged in the other House that he has made out a clear case for revision of passenger fares and freight rates, but simply because of the election year, he has not done it. I think he should have taken a lesson from the hon. Finance Minister. There should have been some indication even in the first year of the third Plan as to what has to be done and what will be considered inevitable during the Plan.

Mr. Deputy-Speaker: Lesson could only be taken by one who followed.

Shri A. C. Guha: Nowadays the name of Prof. Galbraith is repeatedly heard in this House. In 1956-57 he made a report on the development of India, in which there was a chapter on the railways. He suggested that railway travel should be made more difficult and more costly to discourage unnecessary travel. He suggested that there should be some difference between necessary and unnecessary travel, and preferential treatment should be given for necessary travel; unnecessary travel should be made more difficult. I think on account of the 25 per cent increase in passenger travel, there may be some justification on the part of Government to make a propaganda that unnecessary travel should be avoided.

Before concluding, I should say something about Calcutta. Calcutta traffic is impossible for anybody to control. The circular railway is the only think that can be done to remedy it. I think the Railway Ministry should seriously consider when they can start the circular railway round about Calcutta. The Sealdah station requires complete renovation. Little adjustments this way or that way would not meet the requirements of the Sealdah Station, which has the biggest passenger traffic in the country. A number of railway buildings should be demolished and the railway platform should be completely reconstructed.

After the Farraka barrage, there should be a railway line over the barrage so that the traffic from Calcutta to North Bengal may be undisturbed and uninterrupted.

Shri C. K. Bhattacharya (West Dinajpur): Sir, this is perhaps the last railway budget we are speaking upon, at least so far as the present Lok Sabha is concerned. So, I go back to the proposals that I placed before the Railway Minister in the first speech I made on the railway budget when I came to this Parliament. In doing that, I draw his attention to the fact that that modest request has not yet been complied with, though it has

been repeated a number of times during the course of the budget speeches year to year.

Shri Narasimhan (Krishnagiri): Modest request never succeeds.

Shri C. K. Bhattacharya: Yes; the request has to be pitched high so that it may succeed modestly. In any case, the Railway Minister is known to be very kind and very amiable too; he is a very lovable person.

Shri S. M. Banerjee: What about the Deputy Ministers?

Shri Braj Raj Singh: Why these adjectives?

An Hon. Member: He is not here to listen to that. (*Interruptions*)

Shri C. K. Bhattacharya: So far as my request is concerned, it looks something like this. It is like what is stated in the *Vaishnava* poem:

"पियास लागिया जलद सेविनु बजर पड़िया गेल"

"I called for clouds to soothe my thirst, but they gave me thunder;"

In fact, that is a mere request for a railway line in North Bengal, which has been deprived of the railway connection it had with Calcutta and other parts of Bengal and India due to the portition of India. It should have been taken up first and complied with first. In any case, I draw the attention of the hon. Railway Minister, but it was not done.

In response to our request, repeated surveys were made and the surveys proved that the line, if constructed, would be paying. It would not be a line requiring to be run with a loss or as a social necessity in spite of the loss. Alignments have also been made. But unfortunately the alignments have been changed lately and the new Malda-Siliguri line that is being constructed by-passes the area. The original alignment was it would run through the district of West Dinajpur to Siliguri. But it by-passes the district, so that my feelings are like this that the cup is being dashed to the ground while it is being brought to my lips. I had brought this to the notice of the Planning Commission and the Planning Commission itself took note of it. I submitted a note to them wherein I stated the whole position. I raised it before the Parliamentary Committee 'B' on the third Plan draft. After I pointed out the requirements of this district to the Planning Commission I submitted this written note, which reads:

> "This note is related to the report in the "Statesman" (Calcutta edition) of 14.10.1960, on the broadgauge line now under construction from Khajuriaghat (Malda) to Siliguri, a cutting of which I handed over to you in the afternoon sitting of the Committee 'B' on Draft Third Five Year Plan on the 12th instant" (that is, 12th November) "The report is illustrated by a plan showing both the original and the new alignments of this line."

The Statesman published a report showing both the alignments, the original alignment that was there and the alignment to which it has been diverted. I sent a cutting of it to the Planning Commission.

> "This note is meant to elucidate that plan and also to serve as a supplement to what I stated at the above meeting of the Committee urging for the extension of this line upto Raiganj, the headquarters of the West Dinajpur district.
>
> It should be pointed out here that the partition of the country deprived both Bengal of its railway connection and had a disastrous effect on West Dinajpur, Malda, Jalpaiguri and Assam and practically these tracts for all meterial purposes were cut off from everywhere. The authorities

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were alive to the situation and as a preliminary increase contemplating to construct the broadgauge line with two arms, one from Eklakhi to Balurghat hily and another. From Ekilakhi to Raiganj. In the explanatory memorandum of the last railway budget it was stated that "Tildanga Farrakka, Khejuriaghat Malda project is primarily meant to open up West Dinajpur District."

As the plan contained in the report to the Statesman referred to above shows the original alignment of this line on the basis of which surveys were completed was Khejuriaghat, old Malda, Eklakhi, Raiganj, Aluabari and Siliguri.

This alignment was hailed by people of all these places as it would partially open up West Dinajpur district, Raiganj and Malda being connected and the distance between Calcutta and North Bengal being considerably shortened and as it would enable our railways to cope better with the stupendous pressure of goods traffic, specially tea and jute from Assam, Jalpaiguri and Darjeeling, for which we are largely at the mercy of Pakistan at present.

The alteration of the original alignment leaving out Raiganj altogether has led to the adoption of a more circuitous route which will not be able to shorten the distance as originally expected."

In fact, the alteration of the alignment not only increases the distance, it also increases the time required to reach Siliguri from Calcutta.

"I would request you and the Planning Commission to consider the special difficulties of these places due to the loss of their previous railway facilities consequent on the partition of the country and to stick to the original alignment as mentioned in para graph 3 and, if that is not at present possible or feasible, in the alternative at least to extend an arm of the broadgauge line from Eklakhi to Raiganj a distance of about 30 miles, which will not involve much cost and which will be very profitable from the point of view of revenue."

In fact, I have consulted some of the railway engineers and they told me that these 30 miles arm may be extended if the Planning or the Ministry agrees to give a grant of something like a little more than one crore of rupees. I received a reply from the Member (Industry) Planning Commission that my note has been forwarded to the Railway Board. But, up till now, I received no communication though this request has been repeated every year. Members from North Bengal, Darjeeling and Assam have submitted repeated petitions to the Ministry that this part of the line should be taken up in the interest of North Bengal, Darjeeling and Assam. Though I am speaking on behalf of North Bengal, members from Assam and Darjeeling are with us in asking the Railway Ministry to have this part of the line constructed. We receive repeated replies that it will be considered later but up till now it has not been included in the Third Plan and I do not know whether it is going to be accommodated in any way by any extra grant or extra facility provided to us.

As I stated now, if the link from the new alignment to the headquarters of the district is provided, it will not only help the area for which I am speaking here but will also serve the interests of North Bengal and the business community of Calcutta in particular and other areas in general by providing greater

facilities for tea and jute being brought from Assam and providing greater facilities for goods from Calcutta being taken over to North Bengal and Assam. During the previous discussion our the then Food Minister, Shri Jain, was told that in order to reach food from Calcutta to North Bengal they had to move things *via* Mughal Sarai, because Calcutta is not directly connected with North Bengal. It takes a long time during which the people in these areas suffer for want of supply. Whereas there is food in Calcutta, people in North Bengal are in need of food but supplies could not be given to them because of this particular difficulty of there not being this railway connection which was there but which is now cut off. The Food Minister at that time admitted to me that if this line was there a lot of difficulties in supplying food to North Bengal would have been removed, and so he was himself interested in having this line.

As this is the last budget that I am speaking upon, I again draw the attention of the Ministry to this particular requirement and I request them again to approach the Planning Commission for this small mercy of a crore of rupees to remove the grievances of a large tract of area, including the districts of North Bengal, Darjeeling and Assam, and to provide the people of Calcutta with an easy and quick connection to North Bengal as well as Assam, avoiding Pakistan, and serve also the interests of the business community for having their goods easily transferred from North Bengal and Assam to Calcutta.

श्री राम कृष्ण गुप्त (महेन्द्रगढ़) : जनाब डिप्टी स्पीकर साहब, मौजूदा साल के बजट को देखने से पता चलता है कि १९६०-६१ में ट्रैफिक रिसीट्स से जो आमदनी हुई है, वह कम हुई है । यह आमदनी बजट एस्टीमेट्स के मुताबिक ४६४ करोड़ ५० लाख होनी चाहिये थी लेकिन रिवाइज्ड एस्टीमेट्स के मुताबिक वह ४५८ करोड़ ही हुई है । इस का मतलब यह हुआ कि जो आमदनी का अंदाजा था उस से काफी कम आमदनी हो रही है । डिटेल्ज़ को देखने से पता चलता है कि यह कमी गुड्स ट्रैफिक में कमी के कारण हुई है । गुड्स ट्रैफिक की आमदनी का अंदाजा ३०५ करोड़ था जबकि आशा है कि वह २८९ करोड़ ५९ लाख ही होगी । इस वास्ते मैं चाहता हूं कि गुड्स ट्रैफिक से होने वाली आमदनी को हम बढ़ायें । मैं समझता हूं कि अगर हम कोशिश करें और प्लानिंग के मुताबिक काम करें, तो हमारी आमदनी बढ़ सकती है ।

जहां तक थर्ड क्लास पैसेंजर्स का सम्बन्ध है और उन से होने वाली आमदनी का सम्बन्ध है, अंदाजे से ज्यादा आमदनी हुई है । मैं अपील करता हूं कि हमें कोशिश करनी चाहिये कि हम ज्यादा से ज्यादा एमेनेटीज थर्ड क्लास पैसेंजर्स को दें । इस के लिये जो रकम रिजर्व की गई है, वह कम है, ज्यादा नहीं है । यह इस प्वाइंट आफ व्यू से भी जरूरी है कि थर्ड क्लास पैसेंजर्स को अगर और ज्यादा एमेनेटीज दी गईं तो हमारी आमदनी और भी ज्यादा बढ़ सकती है ।

14 hrs.

इस के अलावा मैं आप का और माननीय मंत्री जी का ध्यान हाउस की पब्लिक ऐकाउंट्स कमेटी की ३३वीं रिपोर्ट की तरफ दिलाना चाहता हूं क्योंकि मैं समझता हूं कि यह रिपोर्ट बहुत अहम है । उस के शुरू में ही देखने से पता चलता है कि अगर हमारा इन्तजाम ठीक होता, एक्स्पेन्डिचर पर कंट्रोल होता और ज्यादा होशियारी से काम लिया जाता, कामर्शल प्वाइंट आफ व्यू को ध्यान में रक्खा जाता, तो हमारी आमदनी बहुत ज्यादा बढ़ सकती थी और बहुत सा एक्स्पेन्डिचर ऐसा था जोकि अनावश्यक किया ग।

[श्री राम कृष्ण गुप्त]

सकता था। मिसाल के तौर पर इंट्रोडक्शन में ही कहा गया है :

"The Railways, as a Commercial Department under Government, should be run in a business-like manner and successive committees on Public Accounts had in the past drawn attention to delays, procedural and otherwise, in the recovery of dues, in drawing up of contracts and in their execution, some of which had resulted in avoidable expenditure."

मेरा कहने का मतलब यह है कि अगर इस तमाम रिपोर्ट को गौर से देखा जाय तो यह बात बिल्कुल साफ जाहिर हो जाती है कि मामूली मामूली गल्तियों के कारण हमारा कितना ज्यादा नुकसान हुआ है। इस को रोकने का सब से ज्यादा जरूरत है। इस के अन्दर आप को यह भी नजर आयेगा कि इस चीज का इन्तजाम पर और डिसिप्लिन पर कितना असर पड़ा है। पैरा ५५ से ६० में यह साफ तौर पर कहा गया है

"Paras 55-60 of the Report disclose cases of frauds and misappropriation of funds by the Railway staff. The Committee have urged the need for tightening up the internal checks and supervision to minimise the occurrence of such cases."

इस को देखने से पता चलता है कि बहुत सा रुपया रेलवे स्टाफ को दिया गया जोकि अभी तक उन से वापस नहीं लिया गया। इस के अलावा इस किस्म के भी बहुत से केसेज हैं जिन के अन्दर कंट्रैक्टर्स को नाजायज रियायतें दी गईं। वक्त पर काम पूरा नहीं किया गया फिर भी उन के खिलाफ कोई ऐक्शन नहीं लिया गया।

मैं ने यह तमाम बातें इसलिये कहीं कि हमारा जो रेलवे का महकमा है वह बहुत अहम महकमा है और हमारे एकानमिक सिस्टम की बुनियाद है। इसलिये अगर हम इन बातों की तरफ ध्यान नहीं देंगे तो हमारा काफी नुक्सान हो सकता है और जरूरी है कि जो एक्सपेन्डिचर अवायड किया जा सके उसे करने की कोशिश की जाय ताकि और भी ज्यादा काम हो सके और डेवेलपमेंट के लिये और न्यू लाइन्स के लिये ज्यादा से ज्यादा रुपया खर्च किया जा सके।

मैं इस बात की तरफ भी आप का और मंत्री जी का ध्यान दिलाना चाहता हूं कि मंत्री जी ने अपनी स्पीच में इस बात का जिक्र किया है कि सेकैंड फाइव इअर प्लैन के अन्दर जो हमारा ८०० मील लम्बी नई रेल लाइनें बनाने का टार्गेट था वह पूरा हो जायेगा और जितना फंड अलाट किया गया था वह तकरीबन तमाम का तमाम खर्च हो जायेगा। यह बड़ी अच्छी बात है और मुझे आशा है कि उस के तजुर्बे के बिना पर थर्ड फाइव इअर प्लैन में और भी ज्यादा रकम दी जायेगी ताकि ज्यादा से ज्यादा नई लाइनें बन सकें। इस के लिये माननीय मन्त्री जी ने अपने भाषण के सफा १४ पर जिक्र भी किया है। उस में से एक बात मैं बहुत अहम समझता हूं और हाउस के सामने रखना चाहता हूं। उस स्पीच में यह कहा गया है :

"The provision for new lines is being reviewed in consultation with the Planning Commission. I am hopeful that it will be found possible to make a further allocation of funds, to meet the demands for new lines to be constructed on grounds of political, social and economic development in certain areas, more particularly in the South."

मैं ने यह बात इसलिये कही कि जो पोलिटिकल लफ्ज आया है, उस का मतलब मेरी समझ में नहीं आया। अगर कोई लाइन

पोलिटिकल ग्राउंड्स पर बनाई जायेगी तो उसी इलाके में नई लाइन बन सकती है, उसी इलाके को ज्यादा प्रिफरेंस दिया जा सकता है जहां के लोगों के हाथ में पोलिटिकल पावर है : जैसा मैं ने शुरू में कहा, हमारा सब से बड़ा मोटिव यह होना चाहिये कि कामर्शल प्वाईंट आफ व्यू, इलाके का अन्डर डवलपमेंट होना और जो दूसरी बातें हैं उन को मद्दे नजर रखा जाय। इसलिये नई लाइन्स जो बनाई जायें वह इन्हीं कंसिडरेशन्स को सोचते हुए बनाई जायें। इस के लिये पंजाब गवर्नमेंट ने कुछ तजवीजें भी भेजी थीं। उन में तकरीबन १७ लाइन्स का जिक्र किया गया है, पर थर्ड फाइव इयर प्लैन की जो ड्राफ्ट आउट लाइन पेश की गई थी उन को देखने से पता चलता है कि उन में से एक लाइन को भी नहीं लिया जा रहा है। मेरी अपील है कि उन में से कम से कम एक लाइन को जरूर लिया जाय, और उस को लेने के लिये भी हमारा सब से पहला कंसिडरेशन यह होना चाहिये कि कौन सा इलाका ज्यादा से ज्यादा बैकवर्ड और अंडरडवेलेप्ड है और कहां इस की ज्यादा से ज्यादा जरूरत है। मैं ने इसलिये यह बात कही कि कहीं ऐसा न हो कि पोलिटिकल कंसिडरेशन्स का लिहाज रखते हुए इस इलाके को इग्नोर कर दिया जाय।

इस के बाद जो तजवीज मैं हाउस के सामने रखना चाहता हूं वह यह है, और इस का मैं तीन, चार दफा जिक्र कर चुका हूं क्योंकि मैं समझता हूं कि यह बहुत जरूरी है, कि जो जोन बने हुए हैं, इस तमाम जोनल सिस्टम को रिवाइज करने की जरूरत है। जब बी० बी० एंड सी० आई० रेलवे को दो हिस्सों में कर के वेस्टर्न जोन बनाया गया तो बी० बी० एंड सी० आई० का एक हिस्सा नार्दर्न जोन में डाला गया। मैं समझता हूं कि दोनों हिस्सों के अन्दर, खास तौर पर मीटर गेज सिस्टम पर, डिफिशिएन्सी बढ़ गई। मेरी तजवीज है कि इन दोनों जोन्स के मीटर गेज सिस्टम को मिला कर एक नया जोन तमाम मीटर गेज सिस्टम के लिये बनाया जाय। इस को इस प्वाइंट आफ व्यू से भी देखा जाय कि यह जदो जोन ऐसे हैं जिन का हेड आफिस बम्बई में है। अगर इस स्कीम को मंजूर कर लिया जाय और इन दोनों जोन्स को रिवाइज कर के एक नया मीटर गेज जोन बनाया जाय तो उस से एफिशिएंसी बहुत बढ़ जायगी। इस नय जोन का हेड आफिस अहमदाबाद या अजमेर में अच्छी तरह से किया जा सकता है।

जो तीसरी तजवीज मैं हाउस के सामने रखना चाहता हूं वह यह है कि नार्दर्न जोन में जो मीटर गेज सेक्शन है उस पर एक रूट है फाजिल्का और कोट कपूरा। आप इस बात को जानते हैं कि भटिंडा से दो पैरेलेल लाइन्स ब्राड गेज और मीटर गेज की कोट कपूरा तक जाती हैं। मीटर गेज यहां से अलग हो जाता है और फाजिल्का को चला जाता है। मैं समझता हूं कि यहां पर दोनों सिस्टम्स की कोई जरूरत नहीं और ब्राड गेज के एक ही सिस्टम से काम चल सकता है। अगर हम फाजिल्का से कोट कपूरा तक मीटर गेज सेक्शन को ब्राड गेज में चेन्ज कर दें तो बाकी के हिस्से की लाइन की कोई जरूरत नहीं। इस के लिये मेरी तजवीज है कि इस बात पर विचार किया जाय और इस रिसे को ब्राड गेज में चेन्ज किया जाय ताकि जो बाकी का डबल सिस्टम बना हुआ है उस पर जो खर्च होता है वह कम हो जाय और उस से ज्यादा फायदा लोगों को पहुंच सके।

जहां तक थर्ड फाइव इयर प्लैन का सवाल है, वह बहुत अहम है। इस के लिये मैं सिर्फ दो या तीन तजवीजें हाउस के सामने रखना चाहता हूं। सब से पहली तजवीज मेरी यह है कि इस के लिये बजट में जो

[श्री रामकृष्ण गुप्त]

रकम रक्खी गई है वह बहुत थोड़ी है। मैं चाहता हूं कि थर्ड क्लास पैसेन्जर्स को ज्यादा से ज्यादा अमेनेटीज प्रोवाइड की जायें और इस के लिय फंड्स को इन्क्रीज करने की ज्यादा जरूरत है, खास तौर पर थर्ड क्लास वेटिंग हाल्स में पानी का इन्तजाम करने की बहुत ज्यादा जरूरत है।

रिवाड़ी मीटर गेज सेक्शन का एक बड़ा भारी जंक्शन है। वहां से दो जोन्स का सिस्टम शुरू होता है, वस्टर्न जोन और नार्दर्न जोन। गरमी के मौसम में इस वजह से बड़ी तकलीफ होती है मगर अभी तक पीने के पानी का कोई खास अच्छा इन्तिजाम नहीं हुआ है। इसलिए मेरी अपील है कि इस तरफ ज्यादा से ज्यादा ध्यान दिया जाय और पानी का मुनासिब इन्तिजाम किया जाय।

इस के बाद मैं आखिर में यह भी कहना चाहता हूं, जैसाकि मैं ने पहले भी जिक्र किया था और इस के लिय मैं ने एक सवाल भी पुट अप किया था, कि पंजाब सरकार ने जिन नई लाइनों की तजवीज की है उन में एक लाइन यह भी है, गढ़ी हरसरूप से फरुखनगर तक। इसे भिवानी या दादरी तक एक्सटेंड कर दिया जाय। मेरी अपील है कि इस तरफ पूरा ध्यान दिया जाय। जसाकि मैं ने पहले भी कहा, पंजाब के अन्दर बहुत सारा एसा एरिया है जो अंडर डवलप्ड है। वहां पर मीन्स आफ कम्युनिकेशन की, खास तौर पर रेलवे लाइन की, बहुत ज्यादा कमी है। इन अंडर डवलप्ड एरियाज में लाइन बनने से वहां के लोगों को सफर करने की सहूलियत पैदा हो जायगी। इस के साथ साथ यह भी होगा कि पंजाब का जो हिन्दी स्पीकिंग एरिया है जिस के अंदर बड़े बड़े शहर हैं हिसार, सिरसा, भिवानी और दादरी, वे सब तकरीबन ३० मील दिल्ली से ज्यादा नजदीक हो जायेंगे और उनका फासला कम हो जायगा। इसलिय मेरी अपील है कि इस तरफ जरूर विचार किया जाय और इस लाइन को थर्ड फाइव इयर प्लान के प्रोग्राम में शामिल किया जाय ताकि उस बैकवर्ड एरिया के लोगों को भी इस किस्म की सहूलियतें मिलें।

Shri Ganapathy (Tiruchendur): To begin with, I would like to inform my hon. friend Shri Asoka Mehta that he is not quite fair in saying that the lines on the Southern Railway are unremunerative. From the Explanatory Memorandum it will be seen that the revenues of the Southern Railway in 1955-56 were Rs. 47 and odd crores, and the revenues go up to Rs. 68 and odd crores in the present budget year. Probably he does not know that there are other Railways which are a losing concern. But there are so many considerations, political, social, economic, etc. And in his over-enthusiasm he has not probably looked into this aspect.

While pleading for new lines in the South I would like to say that there is one line from Cape Comorin to Tirunelveli. It is nearly 59 miles, all the surveys have been made, and the cost will come out to Rs. 2½ crores. It is a remunerative line. So there will be no difficulty about that line. According to my hon. friend, if a line is remunerative it can be given preference. The Kerala Government, to my knowledge, has given first priority for the Trivandrum-Cape Comorin line, and the Madras Government has given it second priority. There are other lines which have been recommended by the Madras State. For instance, there is the Bangalore-Salem line. Of course, it is not a new line; it is a dismantled line which has to be restored. There is another line, namely, Manamadurai to Virudhunagar. These are the three lines. The Madras Government has given second priority to the Cape

Comorin-Tirunelveli line, the first priority being for the restoration of the dismantled Bangalore-Salem line.

From the Budget speech we understand that there is in the Southern Railway an annual revenue loss of Rs. 2 crores on account of the transport of coal from the north to the south. That is, the rail-cum-sea route costs Rs. 2 crores for the Railways, and that accounts for the loss. What can we do for this? The Railways should be a little more careful with regard to this matter. The bottlenecks can be removed if they have coal dumps in three or four centres, namely, Madras, Madurai, Coimbatore and Bangalore. If they do this, the bottleneck will be removed and more wagons will be avoilable for other commodities, and important commodities like cement and other indus rial products can be transported. Then they can supply coal at cheaper cost to the Railways as well as to the public. Therefore, they must examine this and come forward with the proposal to open coal dumps at these places instead of taking coal to Calcutta, then to Madras and then supplying it to the various other areas.

Coming to the Explanatory Memorandum, with regard to the electrification of the Madras-Villupuram section, in the previous year's budget no time-limit had been given. But it is very welcome to know that in this year's budget they have put a limiting period: that is, in 1962-63 they will complete it. It is an encouraging statement, and with the assurance given by the hon. Minister I hope that this work will be speeded up and completed within the time-limit mentioned in the statement.

With regard to track renewal, in 1960-61 a sum of Rs. 29.5 crores had been allotted. But this year a sum of Rs. 41·22 crores has been allotted. A considerably big amount has been allotted this year which is a welcome feature. Out of this amount a sum of Rs. 18.15 crores will be used for works in progress and a sum of Rs. 23·07 crores for new works. Last year also we pleaded for the inclusion of the Tiruchendur-Tirunelveli line for track renewal.

There is another line, namely, Karaikudi to Tiruvarur. (*Interruption*). If the hon. the Deputy Minister wants, he can include Arantangi also. These were lines which had been constructed by the Distsict Board and the Railways have purchased them. They have not been in good order and are in a very week condition. Unless track renewal is done so far as the Tiruchendur-Tirunelveli line is concerned they will be losing heavily, because there is a parallel road transport. Every year a large number of passengers go to the big festival at Triuchendur.

With regard to passenger amenities, last year they had not allotted much funds so far as the Southern Railway is concerned. In 1960-61 they had allotted only Rs. 21·99 lakhs and this year, that is in 1961-62, they have allotted Rs. 45·99 lakhs. This is a considerable amount which has been allotted. They have felt the needs for improvement on the Southern Railway such as improvement of retiring rooms coverage of platforms and other things.

Particularly, I again want to mention about Tiruchendur in this connection. It is a big festival centre. Every week-end, month-end and every year a number of people come there from the whole of Madras State and from other States also, especially from Kerala State. They find great difficulty at Tiruchendur in the absence of a covered and raised platform. Another place on the way is Arumuganeri. It is a growing industrial centre. There is the Dharangadhara Chemical Factory as also the salt factory. It is therefore important that they must provide a covered and raised platform there. Then there is Nazareth which is a textile centre. There are also so many other important institutions there. So here also they must provide a covered and

[Shri Ganapathy]

raised platform. At Karaikudi platform covering works are going on. It is not enough. They must be speeded up, and more facilities must be given at these places. Rameswaram is another place where there is no covering provided. I would also request the hon. Minister to have a catering section opened there, because it is an important festival centre. Pamban is another important station. There are a number of other stations which have to be electrified. Electricity is available even in the nearby villages and other towns, but they have not provided electricity at the railway station. They must pay more attention to see that stations which are very near electrified places are provided with electricity as early as possible.

With regard to punctuality, we know, they are trying to run the trains punctually. Also it is interesting to know they are reducing the running time. This is an encouraging feature and we have to congratulate the Railway Administration for this. But, there is one difficulty. Whenever we come to Delhi from Madras, we come in time to Agra and Mathura. But, when we come to Tuglakabad, it sometimes takes two hours or 2½ hours to reach Delhi. How does this happen? The Railway Ministry must look into it why such a long time is taken when such long distances are covered in such a quick time.

I think every one will appreciate the introduction of the three-tier coaches. It is a novel improvement. Last time, when I came here, I travelled with my family of four or five members in a three-tier coach. It was very comfortable. Only some more water facilities should be provided. I think it is time that the second class is abolished in our Railway. For the present these must be only two classes. As far as possible, these should be replaced immediately. There is so much of comfort in them and people enjoy the three-tier coaches.

I wish to say something about the Zonal Consultative Committee. There are several Zonal Committees and there is the National Consultative Committee. The hon. Minister feels proud of having such committees. In the Zonal Committees, whenever we Members of Parliament go, we put forward some suggestions. For example, we put up a suggestion unanimously with regard to the stoppage of the Express train at Kadambur. All the Members were unanimous in asking for this stoppage. Previously there was a stoppage. We said that it must be restored. But, they said that the local committee does not approve it. Why should we have a Zonal Parliamentarians committee? It is an appellate committee. They must think of this. The hon. Minister must exercise his discretion in granting such things, especially when we all people jointly put up our demand.

In this connection, I would like to say this. There is one Express train between Tinnevelly and Tiruchendur. It takes 2½ hours to cover a distance of 31 miles. An ordinary train takes 4 hours and 20 minutes. In running an Express train, to satisfy themselves, they have cut off a majority of the stations. What is the use of having an Express train for this short distance? They must run an ordinary train and cover all the stations and as soon as possible replace all tracks.

Another difficulty that we feel is this. More and more people are coming from Madras to Delhi. More and more people are demanding an additional train from Madras to Delhi. This must be looked into. This demand is from every section of the people who come from the south. They feel that the train service is not adequate.

There were conductor guards in the ex-Southern Railway some years ago. They have been taken away. Why they have been taken away, we do not know. Passengers are experiencing a

lot of difficulties in the absence of conductor guards. They must be appointed. This will not cost much. I want to make a submission about firemen. The Pay Commission, instead of granting additional emoluments, have cut off certain of their emoluments. Their pay scales must be revised. Because of their qualifications, they have been disqualified from getting certain emoluments. If they are found suitable and if they have experience, they must be given adequate emoluments and there should be no cut.

What is more disappointing is that the Review of Accidents in Indian Railways 1959-60 reveals that the Railways met with accidents, serious too, incurring heavy damages, especially on account of failure of staff. Failure of staff is responsible for 56 per cent. of the accidents. That is, there have been 107 accidents of collision, 975 of derailment and 19 by fire and other things. It cannot be a proud performance of the Railway staff in allowing, by their failure, these accidents to occur. More stringent measures must be taken. If proper care is taken by the Railway Ministry and the Railway staff, such accidents will not occur. I feel that if the historical facts of such accidents are brought out, they will be a guiding principle and would prevent such accidents.

With regard to ticketless travel, they want our co-operation. Unless they take effective measures, how can they expect co-operation? By effective control on ticketless travel, they have got Rs. 1 crore and 43 lakhs in 1958-59 and Rs. 1 crore and 80 lakhs in 1959-60. It will be still more effective if they appoint more staff. The expenditure on staff will not be much. They will check ticketless travel. Not only that. They can get more income and they could add more lines in the south.

Mr. Deputy-Speaker: We may now listen to Shri Kasi Ram in Telugu.

Shri Ranga (Tenali): May I know when Shri Mohammed Imam will be called? He has not even had his lunch at all.

Mr. Deputy-Speaker: I am sorry. After him, I would call Shri Mohammed Imam. Shri Kasi Ram. This is his maiden speech. He would be making it in Telugu. Its translation has been filed on record in English.

श्री बी० काशी राम (नलगोंडा) : उपाध्यक्ष महोदय, आज यह पहला मौका मुझे जो आप ने लोक सभा में बोलने का दिया है उस के लिये मैं आप का शुक्रगुजार हूं। अब मैं तेलगू भाषा में अपनी स्पीच दूंगा . .

उपाध्यक्ष महोदय : माननीय सदस्य अपनी मादरी अबान में वही बोलें जिस का कि तर्जुमा उन्हों ने अंग्रेजी में दिया है।

श्री बी० काशी राम : जी हां ऐसा ही होगा।

***I have gone through the Railway Budget presented by the Hon. Minister with punctilious care. It is indeed gratifying to note that it is both compreheneive and exhaustive. I am almost completely in agreement with the various points beautifully dealt with therein. I am also immensely pleased to note the various kinds of substantial improvements made in the Railway working in general, and our very favourable comparative position with other Railways of the world in particular. The wonderful progress made in the Second Five Year Plan and the confidence with which we can successfully complete it, is both pleasing and inspiring. Our preparation in respect of the Third Five Year Plan is also commendable. Even from the public point of view, I am almost certain that they are bound to be happy, due to the fact that there has not been any increase in passenger fare. The completion of certain new lines and the survey work already taken in respect of some more lines are also going to be matters of great pride and satisfaction

***English translation of speech delivered in Telugu.

[Shri V. Kashi Ram]

to our people. In this connection, it is my passionate desire that due encouragement should be given for manufacture of every item of Railway material in India only, so that the object of complete-self-sufficiency may be attained as quickly as possible. The talent to invent and design deserves great encouragement so that we may have our due and recognised place in the comity of nations.

As I belong to the Nalgonda District of Andhra Pradesh, I have to make a very important and very urgent suggestion and request for due consideration and early action. It is the absolute need to construct and open a branch line from Bhongir (a railway station, which is between Secunderabad and Bezwada section of the Central Railway) to Machrela, which is on the other side of Nagarjunasagar Dam and belongs to the Southern Railway *via* our Nalgonda (Distt.) proper and our side of Nagarjunasagar Dam. The estimated mileage is about 88. I am fully conscious and thoroughly aware that our Government is already over-burdened with a number of gigantic schemes, yet, I feel that this suggestion and request instead of being under-estimated or over-looked, should be given the due consideration it richly deserves due to the following very convincing reasons:—

(a) The construction of Nagarjunasagar is one of our greatest national undertakings, involving an expenditure amounting to several crores of rupees, has been confidently undertaken for the future prosperity of our people. Therefore, it is but necessary that we should have a rail head to that very important site from our side also.

(b) This will enable the people of Nalgonda District to improve substantially their economic prosperity through greater and cheaper facilities of transport of commodities of different kinds, such as, pulses, rice, cotton, honey, fire-wood, country teak, beedi leaves, hides, jute, manure, building and flooring stone and some other natural resources, which are largely available in this area.

(c) This will give impetus to capitalists to bravely come forward and to consider proposals for rapid industrialisation of the area, due to availability of man-power and other natural resources, which also means full scope for further economic growth and prosperity.

(d) The amount that will have to be invested as capital expenditure, by the Railway authorities on this scheme may be anything, but they are sure to make good their investment very early and to reap huge profits within a short time.

(e) This suggestion and request is both a grievance and craving of the people from a long time.

(f) Mineral wealth such as diamonds, iron and mica, and limestone are available in plenty in this particular region.

(g) Production of such an important item as cement is also there.

(h) The population of the area is estimated at 8 lakhs. If funds are not available for the entire proposal, as an alternative, it is also proposed that a branch line from Bhongir upto the site of Nagarjunasagar *via* Nalgonda proper may at least be considered leaving further expansion to a convenient later date. The estimated mileage in this case is about 80.

I have thus provided sufficient justification for the consideration of my

proposals and I shall be indeed grateful to you if an early action is taken on them.

Shri Mohammed Imam (Chitaldrug): The Railway Minister, in his speech, claims that there is improvement in the transport performance, and that there is greater efficiency. It is true, according to the speech, that more wagons are being loaded, there is greater transhipment between the metre gauge and broad gauge. In spite of this, the transport problem has not been solved. There is the system of wagon chasing, crack specials are being run, but the speed of the goods trains still practically remains the same.

The improvements claimed by the Minister, I must say, are not commensurate with, or do not correspond to, the enormous amount we have spent during the two Plans. On a close study of the achievements, I am constrained to remark that the planning has been defective to a considerable extent, there have been miscalculations, targets have been set but they have not been reached. It was contemplated when the Plan was formulated, to provide for a peak traffic of 161 million tons, and with this object the other provisions in respect of rolling stock etc., were made, but the Minister now comes with the confession that there is going to be a shortage of more than 9 million tons, which means to say that the problems of goods transport still remains the same. He has given some reasons for the shortfall, but the main reasons are, I must say, that the railway administration has not been able to achieve or reach the targets in other directions.

For example, for the procurement of rolling stock, a sum of Rs. 418 crores was provided to procure locomotives, wagons and coaches. As against this, I think only about Rs. 383 crores are going to be spent during the entire Plan, and there will be a shortfall of Rs. 35 crores. The Plan provided for procuring 111,750 wagons, but there will be a shortfall of at least 15,000 wagons. This is one reason for not achieving the target. Then again, the Plan provided for 2,161 locomotives, and in this also there is a shortage of 150, though we have got our own Chittaranjan works as also TELCO works. There is a shortfall in passenger coaches also to the extent of 3,000. When there is so much of shortfall in other directions, it is no wonder that we are not able to reach the target of 161 million tons.

This shortfall has created much inconvenience. The demand for wagons is much more, and the supply is unable to cope with it. I understand that every day there is a shortfall of 1,500 wagons, because we are short of 20,000 wagons in the metre gauge section and much more in the broad gauge section. So, this has created a good deal of difficulty.

Some Members referred to the difficulty experienced in the south, particularly in the transport of coal and other essential commodities that are needed there. For want of wagons, coal has to be sent by boat. Now, I can say there is acute shortage of coal and coke in South India, and there is much clamour to increase and improve the wagon facility, which is not being done.

The other shortfall in the Plan I might refer to is in respect of the doubling of railway lines and other matters, for which Rs. 186 crores were provided. What is the achievement? It was proposed to double 1,600 miles of railway lines. As against this, the Minister admitted they were in a position to double only 800 miles. Why this high target was set, and why they have achieved only half of it, is a matter to be explained. I think materials were available, the rails were available. I think there is some failure, gross failure, on the part of the Railway Board to get the materials in time, and push through this work.

Again, I may refer to electrification of railways. Though it is mainly confined to a certain area, I must point out that the Plan contemplated the

[Shri Mohammed Imam]

electrification of 1,400 miles, and what is the achievement during these four or five years? The Minister has said in his speech that only two or three lines have been completed, and he has given a long list of 13 works which have to be undertaken and completed. My conjecture is that so far, against the target of 1,400 miles, only about 150 miles of electrification has been completed. I speak subject to correction. If I am wrong, the Minister may correct me. They propose to complete another 400 miles before the end of the period. When they have been able to complete electrification of only 80 or 100 miles in the course of four years, I cannot understand how they can complete 400 miles in the next six months. Anyhow, there is failure and miscalculation. They provided for electrification of 1,400 miles. Against that, they will be able to carry out only 400 or 500 miles, if the present incomplete works are completed. So, I submit there has been a great miscalculation. The Plan has not been properly conceived. The targets have not been achieved, though we have spent enormous money. In the course of the first Plan, we spent Rs. 480 crores. In the course of the Second Plan, we have spent Rs. 1,100 crores. In all, more than Rs. 1,500 crores. And this is the achievement. For this money, I say, the achievement is not enough. It requires much more vigilance and much more work on the part of the railway administration.

There is only one thing on which I can congratulate the Minister. That is with regard to the development of new railway lines. Eight hundred miles of new lines were provided, and, according to his speech, they have been completed.

Shrimati Parvathi Krishnan: They are being completed.

Shri Mohammed Imam: This is no doubt a happy spectacle. I am sure the Minister is charitable and generous, but I am only anxious that before he is generous, he must be just. He must be just to the various parts of the country. It is true we have the happy spectacle of seeing new railway lines being constructed, but all these lines are to the north of the Vindhyas. But we have the unhappy spectacle of indifference and negligence to the south of the Vindhyas, because all these lines are taken up north of the Vindhyas. I may point out that India has 35,000 miles of railway lines, of which nearly 24,000 miles are found and are operating to the north of the Vindhyas, mostly broad gauge. These 24,000 miles comprise of the North-Eastern Railway, the South-Eastern Railway, the Eastern Railway, the Northern Railway, the Western Railway and part of the Central Railway. To the south of India, we have got about 9,000 miles of railway lines, though it is practically half of the country, consisting of the Southern Railway, and a little portion of the Central Railway.

Now, what about construction of new lines? During the First Plan, 389 miles of new lines were added, and they were all given to the Eastern Railway, the Northern Railway and the South-Eastern Railway, and none came to the south. During the Second Plan, Rs.1120 crores were spent on the whole Plan, and an enormous amount on new lines, but all these lines were again given to the same zones.

At page 111, in Appendix C of the Publication *Indian Railways*, 1959-60, we find the list of new lines that were taken up. There are 34 new lines mentioned there, but they are all concentrated in the Northern Railway, the Central Railway, the Eastern Railway, the North-Eastern Railway, the North-East Frontier Railway, and the South-Eastern Railway, that is, the same railway zones.

There are new surveys also to be taken up in the Next Plan. We find them mentioned at page 112 of the same publication. You will find that all these new surveys that have been accepted have also again gone to the Central Railway, the Eastern Railway, the Northern Railway, the North-East Frontier Railway and the Western

Railway. Now, the Third Plan is coming. We hoped that at least during the Third Plan, the Minister would be very considerate, and we shall be able to get some new lines, but his speech has given us an impression that we are again doomed to disappointment. He has stated in his speech that he has already taken preliminary action in respect of new railway lines for the Third Plan, to the extent of 590 miles. He has already taken preliminary action to construct new railway lines for 200 miles in the coal area. Again, he has also started construction of three lines, namely Bimlagarh-Kiriburu, Sambalpur-Titilagarh and Bailadilla-Kottavalasa, the last one being really for the Third Plan; that is, 309 miles have been taken on hand in advance. So, whatever provision has to be made in the Third Plan has already been taken, and action has been taken much in advance of the Third Five Year Plan being accepted. So, there seems to be little or no hope for us. The hon. Minister comes forward with the consolation that if the Planning Commission agrees, and if further allocations are made, or if chances are favourable, or on social, political and economic grounds, it is necessary, he is pleased to consider. What a great favour that he is going to bestow on that part of the country! He has been treating us as if we are not citizens of India. What does he mean by social and political grounds? Does he mean to say that the people living in those areas are socially backward? Again, what does he mean by political grounds? Does he mean that only if there is political pressure, he is going to give us a new railway line? For example, Bihar may put political pressure on the Minister or on the Member. Is that the condition?

Shrimati Parvathi Krishnan (Coimbatore): The south will put the political pressure on the Deputy Minister.

Shri Narasimhan: He will only go under; we may not get the railway line.

Shri Mohammed Imam: What were the reasons that induced the Railway Minister to select so many lines? He has given two reasons, namely industry and ore. I am sure, in the south, there are a good many industries. As for ore areas, I think in the south, we have got extensive areas of very high grade ores, namely ores of iron and manganese. I may point out that such areas are there in the States of Madras, Mysore and roundabout. The Mysore State is full of iron ore. It is now being exported through Bombay or through Visakhapatnam. Many countries in Europe, almost all countries, including Czechoslovakia, Rumania, and other countries are prepared to place orders and purchase any quantity of ores from this area provided proper railway facilities and other transport facilities are given.

I think they will have to link up Karwar and Hospet which is only a distance of 80 miles, with Hubli, and also Hassan and Mangalore, which is a distance of 120 miles; they will also have to link up Rayadrug which is in Andhra Pradesh with Chitaldrug, which is a distance of only about 50 miles; they will have to link up also Kottur with Harihar, which is a distance of 30 miles. These link-ups involve only about 300 miles. And they will give uninterrupted communication and give the much-needed facility for the Western Coast. But we have been urging this for the last three or four years, and nothing has been done so far.

I can say it with some feeling that when the Mysore Railways were under the Mysore Government, I was in charge of those railways for four years. I had laid down definite schemes there. We had many such schemes. For instance, there was the Satyamangalam-Chamarajnagar Road line, and we thought that it was almost an accomplished fact. Survey were done, but owing to some objection raised by the company, we could not undertake it. We extended the railway line from Birur-Talguppa to Bhatkal, which is a distance of only 30 miles. We had also laid down a loop line from Chikjajur to Chitaldrug, and also from Bellary to Rayadrug, with provision to interlink both.

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But, when the integration took place, I know it as a matter of fact, that the Central Government took over the Mysore Railways with all their obligations and commitments. They promised that they would honour all those things. The Mysore Government at that time said that they had got these schemes in hand, and these must be taken over by the Central Government, or otherwise they would do those things themselves. They had ample railway funds with them. The promise was given by the representative of the Planning Commission, and integration was made. This was done in the year 1948 or 1949. Now, twelve years have passed, but during these twelve years, not an inch of line has been added. It is not only disappointing, but it is a humiliation, adding insult to injury, and I must say that the Central Government have committed a breach of faith with the Mysore Government, because they took over all their obligations, and they said that they would honour all those obligations and liabilities and they took over all the assets, etc. but still they have neglected them. That is the position regarding these railway lines.

I must submit that not only regarding construction of new railway lines, but in other aspects also, the south has been neglected. But I must mention one thing here, namely that if the Minister wants to be just, if he wants to be equitable, if he wants to treat the whole of India as one, if he wants to be impartial, he must make substantial allotment for this purpose in the Third Five Year Plan. During the First Five Year Plan and the Second Five Year Plan, more than Rs. 300 to 400 crores have been spent only in the north. They have had their innings. Now, should they not take up, in all equity and in all justice, all the important railway lines that have to be taken up, in the south? But, the hon. Minister comes forward and gives us a very depressing impression that all the provisions made in the Third Plan have already been earmarked for the construction of new railway lines. I want to know one thing in this connection. Who is the authority that selects the new railway lines? Is it the Parliament or the Railway Board or the Planning Commission? We find that even before the Third Plan has been placed before Parliament and approved by them, selections have been made, and commitments have been made. This is highly irregular. On what authority and what basis did the Minister take this preliminary action and commence construction of the lines contemplated to be taken up only after the Third Plan was approved?

Shri Ranga: Is that so?

Shri Mohammed Imam: Yes. It has commence construction of the lines has already been taken in respect of new works.

I must submit that for judicious distribution and other things, the three important organisations, the Railway Board, the Planning Commission and the Ministers should be representative of the various regions of the country. I do not in any decry it, but I submit the Planning Commission should include representatives from the south so that we may give them an idea of the conditions prevailing in the south.

Similarly, though the Railway Board may contain eminent persons, they are not aware of the real conditions in the south. I know it is on the recommendation of the Railway Board that the Minister acts. The Railway Board, especially the permanent members, should include members who have seen the South, who have worked in the South or the South Indian Railways and who know the aspirations and conditions of the South. For a long time now, I think very few representatives—practically no representatives—from the South are included in the Railway Board.

Another thing I submit is this. When Members of the Railway Board are

selected, care must be taken to see that they work there at least for four or five years. I see from a series of reports that very frequently changes are made Just before retirement, members are appointed or some retired officials are appointed. I think that does not ensure continuity of work and policy.

Regarding the question of the conversion of metre gauge to broad gauge, I am afraid the railways are losing a lot by not taking the necessary steps to convert metre gauge into broad gauge. For every 100 miles of railway running on metre gauge, we have to spend Rs. 101 whereas for 100 miles of broad gauge, the railways have to spend only Rs. 70, Rs. 80 or Rs. 90. Also one train load of broad gauge can carry the goods of four train loads of metre gauge. Again, there is the transhipment difficulty. At every break-up of the gauge, goods have to be transhipped from broad gauge to metre gauge and *vice versa*. This is not only costly but also results in delay. So it is in the interest of the country that they have a regular policy of converting metre gauge into broad gauge. But this policy is not being followed.

I know there was a proposal—I think it was almost sanctioned by the Minister—that the line from Kolhapur to Poona should be converted into broad gauge and extended upto Bangalore. But it has now been entirely given up. They are not thinking of it. This is a thing which is very unsatisfactory. On the other hand, I submit that electrification is not very necessary. Electrification should take place only in areas where there is no coal, only to make up for the shortage of coal. What is the use of introducing electrification in areas where there is plenty of coal available. It is only converting coal energy into electrical energy involving extra cost. Electrification may be done in areas which are far removed from the coal areas so that we can save on transport of coal.

Shrimati Parvathi Krishnan: The Deputy Minister agrees with it.

An Hon. Member: Which one?

Mr. Deputy-Speaker: Instead of 20 minutes, he has taken 25 minutes.

Shri Mohammed Imam: I will take only two minutes more to refer to some local problems.

As regards timings and stopping of trains, the authorities are proceeding indiscriminately. I will mention the names of some stations in my constituency—Hostadurga, Holalkare, Mayakonda, Kodaganuru and Gubbi. Ever since the railways were born, the Express train, which was called passenger train 203, and the mail train, used to stop at these stations because they are important stations. They were enjoying this privilege and facility for a long time. Suddenly, last year they have cut off these facilities. These trains do not stop there now, and alternate trains are not introduced to take the passengers. It has caused anxiety and considerable inconvenience. I wrote to the General Manager. He simply says that there are no long-distance passengers. Are we catering only for long-distance passengers? Are not the needs of short-distance passengers to be catered to? Those are important taluq headquarters having intimate relations with commercial places. Now we are denied these facilities. This is adding insult to injury. Not only are we not given more trains and convenience, but we are being put to greater inconvenience, as things stand at present.

As regards an over-bridge at Davangeri, they have been asking for it for a long time. It is a very important commercial place in the State of Mysore. But the demand is not heeded.

I submit there is a lot to be done. Even though we may have spent thousands of crores of rupees—by the

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end of the Third Plan, we would have spent nearly Rs. 3,000 crores, we on our side feel that we are neglected. We have not profited in any way; we have not benefited in any way.

Mr. Deputy-Speaker: If the hon. Member is not listening to the bell, he is not likely to be listened to by the Railway Minister.

Shri Mohammed Imam: I have concluded.

Shrimati Parvathi Krishnan: I would like to begin by expressing my appreciation of the progress registered by the Railways. By that, I do not mean a general overall progress, but certainly I do admit that in some spheres of activity quite commendable progress has been registered. For instance, particularly encouraging is the progress that has been made with regard to the indigenous manufacture of various materials required by the railways and the target of self-sufficiency that the hon. Minister has put before us in his speech.

After saying this, I would like now to come to the point of operational efficiency, because there seems to be a streak of complacency in the Minister's speech with regard to that. Year after year, we have seen how although the speech follows a very set pattern, we always have some particulars got highlighted by the Ministry trying to make out that something very great has been achieved or to draw our attention away from what may be the real difficulties that is facing our railways before they can reach that peak of efficiency which the people desire and which the Railways maintain they are trying to achieve. Last year, we were held out the promise of export of locomotives and we were told that having achieved our targets of production, we could not look forward to going into the field of export. Previous to that, we were given an excuse by the railways that because of road transport competition, the railways had a lot of difficulty to face. In this way, we find year after year the Railway Minister, very ably aided and abetted of course by his very able Deputy Ministers, being a pastmaster at sidetracking the railway budget discussion on to any one point or another. This year we have before us a picture given to us by the Railway Minister as though everything is smooth sailing, everything in the garden is absolutely lovely and even the Delhi Flower Show pales into insignificance when compared to what the railways have achieved during the past year.

15 hrs.

One of the indexes of operational efficiency is the speed of the goods train. When we look through the various figures that have been supplied to us we find that the speed has not appreciably increased. If that is so, then, how can this claim of operational efficiency be maintained by the Railways? In the broad gauge, for instance, the figures show that in 1959-60, we have started improving no doubt in comparison with 1958-59; but even then we have not yet reached the target that was achieved in 1951. How then can we claim that operational efficiency has been achieved if in the speed of the goods train we have not even reached the 1951 figure and are not able to move goods as faster as are required by the various sectors of our national economy?

In the metre gauge also we find exactly the same picture. The speed of the goods train in 1959-60 was 8.49 miles whereas in 1951 it was 9.33 miles. This is a very pertinent question which, I hope, the Minister will deal with in his reply. But, when I say deal with, I do not expect him to repeat what he has said in his opening speech, to give us figures, very cleverly, of the tonnage that has been moved overlooking completely this question of speed.

Why is it that we are not able to catch up with the earlier speed?

What is the good of saying that we have done this with regard to the production of locomotives or we have done that with regard to the improvement of our rolling-stock and so on? On this question of the speed of the movement of goods trains there is singular silence. We have to look through the figures in order to pose this question. I hope he will be able to give us some answer to this particular problem.

Of course we have had a type of answer given in the past to this question. The usual tendency is to compare it with Canada or Japan or the United States of America, and, of course, with the U.S.S.R., particularly if the question comes from this side of the House. But that does not help at all. Because to my mind it is not a question of whether in Canada it moves faster or slower or in Japan it moves faster or slower. Here, in India, when we are talking in terms of the Plan, when all the figures are being judged in the framework of that and when the Railways in the framework of the Plan, we have to see this in relation to the demand that exists, and the overall transport requirements. And, in that relation, if he could give us an overall picture compare to the other countries, then there would be some meaning. But only comparing the speed with those of the goods trains in other countries—as it has been done in the past—has not, at any moment, carried conviction. Certainly, it is not an answer to the problem that is there in the minds of the people. Therefore, I would request him to deal with this question.

We find that here in our country there are some people—of course, Shri Asoka Mehta is not here and I can safely refer to the problems of the South—who refer to the south.

An Hon. Member: He is here.

Shrimati Parvathi Krishnan: I will help him to overcome his allergy to the south. But, as far as the various enterprise in the south are concerned, it is a very common saying there that it takes a far shorter time for goods to reach Madras from New York than from Madras to Salem. This is, indeed, a very sad commentary on the operational efficiency of the Railway that they cannot even move goods in time from Madras to Salem, the home town of our hon. Deputy Minister, a present South has given to the Railway Ministry. It is really a sad commentary and I hope that we will see further improvement in the coming year.

Shri Narasimhan: But he gets moved quickly to that place.

Shrimati Parvathi Krishnan: But I do not put him in the category of goods.

I would like to draw the attention of the Ministry to the fact that we view the whole question of operational efficiency, the whole question of the performance of railways in relation to the overall requirements of our developing economy.

The question of dieselisation has been referred to in the other House. Also only this morning we had a question which was answered by hon. Deputy Minister as regards the introduction of diesel engines. Here, again, I was rather taken aback to see that the emphasis was on the introduction of these diesel engines, as far as I could make out, on those lines that are feeding our steel plants and our industries in the north. Considering the difficulties that we have been facing with regard to the movement of coal and of moving coal down to the south and the operational expenses the Southern Railway incurs as a result of the expenses of moving coal there and also considering the difficulties that have been faced by industries in the south as a result of coal shortage, I am surprised that even at this stage consideration is not being paid to have a more rational approach to see that coal supplies are dealt with more rationally. Where it is difficult to transport coal, you do not have

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the perspective of introducing dieselisation there first which will release more coal for the railways in the north and for the industries in the north. Secondly, with regard to the question of this constant bickering between the various Ministries whether it is really coal that is short or the wagons that are short is really mostly unseemly. This game of battledore and shuttlecock between the Ministries should not go beyond a point of amusement. This is something that has to be taken more seriously. When this question of coal shortage was posed in the other House, the hon. Minister replied, 'No'. Wagons are all there; they are available and there is nothing wrong with the Railways. You better look elsewhere to see why the coal shortage is there.'. But, immediately after that, here we find a news item in today's papers. We find a new entrant in this game and that new entrant is the U.P. Government because the U.P. Government seems to take sides with the Ministry of Steel and Mines and they lay the blame fair and square on the Ministry of Railways.

We have to look at the problem with regard to the Plan. It is not a question of whether it is this Ministry or that Ministry which is in the wrong. It is not as if one wants to apportion the blame or anything like that. When the whole country is going all out in the Plan effort to see that our steel projects come up, to see that the various other industrial projects come up, we would like to know why it is that two Ministries in the Government of India are not in a position to come together and solve this proposition. It would have been a very welcome feature if only—we do not mind who gets the prize for it but we will give it to both—they come forward and take us into confidence and say where the real bottleneck lies, where the real difficulty lies and would set it right.

Shri Asoka Mehta tried in his very subtle and more "economic" way to side with the Railway Ministry. In fact, I almost felt that there was no need for the Railway Minister to make any reply and he may just leave it to Shri Asoka Mehta. (*Interruption*). We were told it was defective coal and so on. But it is not only this question of defective coal. We are told that coal is just not being moved. The various industries that have been referred to by the U.P. Government have not received the quota of coal that was allocated to them. They are not complaining about the quality of coal.

Therefore, let us have a real picture as to why this coal shortage is there, why the railways are not able to move coal as fast as the industries have asked for. We are told that coal is lying there ready mined at the pit-heads. Then where are the wagons lying?

The other question is whether there is any rational working out of the movement of coal, whether coal from Singareni is being moved to places nearby or whether coal from Bihar is being diverted to those places where it is easier for the Railways to move them and to overcome the bottlenecks that are there in the Railway themselves and also with regard to the wagon shortage. Then there is also the question of shunting and the amount of time taken up with regard to the formation of goods-trains and their movement. While the hon. Minister has made reference in his speech to the various questions that are there in hand, we are not being told what is being done about this, about the manner in which shunting is being done and the manner in which goods train are being formed and marshalling is done and so on.

That links up immediately with the whole question of the Central Research and Designs Organisation. Year after year, there is a section in the speech that is devoted to this. References are made that such an organition is there and that certain research work is going on. We are not

told from time to time distinctly as to what exactly is being done and what action the Railways are taking on the recommendations that are made by this department.

15.12 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

They are doing commendable work but the House would like to know how much is really coming out from that department and how much the Railways are benefited by it. If the whole question of the formation and movement of trains and automatic coupling could be taken up seriously, it would increase operational efficiency with regard to speedy movement of goods trains, particularly.

While we have been told of the various financial targets of the Second Plan that have been achieved, we are not quite clear as to whether the physical targets have been completely achieved. In the southern sector we find that the doulbing programme of the Vijayawada-Gudur section does not seem to have been in keeping with the planned target. We would like to know why this shortfall is there.

It is welcome to know that the question of having heavier rails is being taken up seriously. But what is the perspective that is being held out? The hon. Minister says that experiments are being carried out. But we do not know how far this is being taken up seriously or whether it is introduced on more lines in our country. I feel that this is also very important in connection with operational efficiency.

To come to the question of the railway lines in the south and particularly the lines that have been talked of in the Third Plan, Shri Asoka Mehta speaking as an economist—I am one of those few people who had recognised the fact that he is an economist—seemed to think like this: when the Southern Railway is not remunerative and people are going more and more by road, why should you give more lines to the south? It is not merely a question whether the railways are worked economically or not. You may examine the finances of the railways and the manner in which the railways themselves are operated. As far as the passenger traffic goes, the trains in the south are far more crowded than trains anywhere else because we have got very few trains. The demand is far greater than the supply. The Deputy Minister, Shri Shahnawaz Khan may nod negatively but his colleague would agree with me that the south-west broadgauge section particularly is one of the most overcrowded sections in our country and there had been repeated demands for running more trains there.

Take this question. You have got a large number of trains running from Delhi to Bombay. I think it is something like four or five mail and express trains. Similarly, you have got a number of trains from Calcutta to Delhi. But if you take the Madras-Delhi, Madras-Calcutta and Madras-Bombay routes, you will find that the mail and express trains are relatively far fewer and yet these trains are extremely overcrowded because there are a large number of people from the south who work in the north, who have their families in the north. For instance, all those from Madras side, from Andhra, Bangalore, Kerala, Mangalore, South Kanara who have to go towards Bengal, Bihar and to the steel plants that are there have got just one line from Madras and just one train from Madras to Howrah. If you travel by this train, you would realise how overcrowded it is. Therefore, today in the south, if you find that people are travelling by express buses from Madras to Salem or Coimbatore or Madurai, it is not because they prefer to travel by bus but because the accommodation in the train is so limited that they are forced to go by bus and the State Governments find that in order to answer the transport needs of their people these routes are to be opened out. Therefore, it

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is no argument to say that when there are so many roads and so many buses, they do not need more trains.

It is a most ordinary extraordinary argument and that brings me to the point: the question of integrated transport policy. It is a policy which we have been asking for for a large number of years. The Government of India should have an integrated transport policy for the assessment of the overall transport requirements of our country and judge where exactly the new rail links will have to come, where the national highways will have to come and where exactly the inland water transport will have to be developed. Shri Asoka Mehta referred to this but the point I want to make is different. This integrated transport policy is necessary for the overall Plan. It is not that I say that because you have sufficient number of roads or trains in one place the development of that place should be stopped and started at another place. When you have got your overall plan, look to it and see where exactly you need your new rail links.

When an hon. Member from Madras was speaking, he talked of the Bangelore-Salem line. The importance of it is not just in saying that the South has been neglected; far from it. There is industrial development. Do not forget that two important projects are coming up there; Neyveli on the one hand and the low shaft furnace in Salem on the other and also the development of the aluminium industry in Salem. These areas should be served by transport in view of these developments and a railway line is extremely important. Therefore, I am rather disappointed or dismayed that when year after year this point is being put out before the Government, this particular line which is so important for the economy of the south and the country as a whole—not only of the Madras State—has not been referred to in his speech.

It is also for this reason that we emphasise the necessity of speedily electrifying the section from Madras to Villupuram and also the Madras-Arkonam line. That is where we have the bottleneck in the south; passenger and goods trains are held up and there is slow movement. When I said that it takes long for the goods to move from Madras to Salem, one of the reasons is that it is an overcrowded and an overworked track, and in this particular section we find that we have other bottlenecks. I would appeal to the hon. Minister and to the Railway Board that they should take into consideration these bottlenecks that exist throughout the southern belt and in the country as a whole and see to it that this question of electrification and the remodelling of the marshalling yards is taken up very quickly.

Secondly, in the south, we find in many of the places where industries are developing, that scant attention is paid today to the various goods sheds being remodelled and enlarged. Take, for instance, Tirupur, which is of late becoming a big industrial centre, where the hosiery industry is developing very fast and where the textile industry is also growing. We find there that the goods sheds and the accommodation in the goods sheds are not enough and that has been repeatedly represented to the Railway Ministry, but it seems that the appeal has fallen on deaf ears.

Since you have sounded the bell, I would refer very briefly to two points, with regard to the railway workers. Firstly, this question of decasualisation may be referred to. Year after year, this point is brought to the attention of the Ministry, and year after year we find that the figure does not come down but the casual labourers seem to increase in numbers. I would appeal to the Minister to take this up very seriously.

There is also the question of recognition of unions in the southern railway which was referred also in the

other House. With regard to that particular union, the Railway Ministry seems to be following an ostrich-like policy: although that union, which was recognised, lost its registration because of its failure to keep proper accounts, of its failure to fulfil the requirements of the Trade Unions Act. We find our Deputy Minister—who of course we know is always very well-meaning and is very often also misled—goes there and gives them moral support to continue in existence, and says, "Do not worry, my boys, we will see that everything is set right." It is true he says the same to us, Members of Parliament, when we make representations to him. He is extremely reasonable no doubt with us, but this reasonableness should not stretch beyond the bounds of propriety. It is not really proper for a Minister to go and address a union which has lost its registration, which has shown that it is incapable of even fulfilling the ordinary requirements that are prescribed for a union and to give them this kind of patronage. I would request the Railway Ministry once and for all to settle this question—if they are unable in any other way to settle it—at least by a secret ballot and find out which is the union that has the confidence of the workers in the Southern Railway. I assure them that without a doubt they will find that it is the Dakshina Railway Employees' Union which is the union that today commands the confidence of the vast majority of the workers in the Southern Railway. This has been proved time and again, and today, if you want the railways to deliver the goods to the people, then, you want the railway workers to cooperate in that task of delivering the goods; that can be done by gaining the confidence of the workers and by showing the workers that they are also respected by authority and not just treated in a very cavalier manner.

Shri Shahnawaz Khan: The workers of the Southern Railway delivered the goods even during the strike.

Mr. Chairman: Shri Yajnik.

Shri Yajnik (Ahmedabad): Mr. Chairman, Sir, I should have been very happy to congratulate the Railway Minister if he was speaking as the president of a capitalist corporation or board and if I was a member of that capitalist Railway Board. But likely for us, this Government has adopted the socialist pattern of society as its goal, and the Railway Minister is speaking as a Member of the Government and giving us an account of the performance of the railways in the past yeaars and a perspective of what is to be done in the coming year.

Now, I am astonished to see that the Railway Minister has dismissed the entire episode of the general railway strike in a sentence here or there. Not that I want to prolong any controversy over its merits, but I think it was his bounden duty to go into the causes that caused the strike after the proved good behaviour of workers over a whole decade. He should have probed into the reasons and showed how he wanted to avoid the causes of discontent that are lurking in the hearts of a million and more railway workers. I am not surprised at the discontent that, I may tell the House, is seething even today in the hearts and minds of the railway workers.

The third class passenger traffic earning increase from Rs. 110 crores to an estimated Rs. 128 crores in 1961-62. The earnings from goods traffic which stood at Rs. 260 crores in 1959-60, are estimated to bring in Rs. 316 crores during 1961-62. The total of these two earnings and also of the first class passengers is scheduled to increase from Rs. 422 crores to Rs. 499 crores, giving at least an increase of Rs. 40 crores between the revised estimate of 1960-61 and the budgeted estimate for 1961-62. You want the railway workers and the administrative staff to bring all this increased revenue. The revenue increased by Rs. 75 crores between 1959-60 and 1961-62, and what are

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the railway workers getting for it? The railway workers, we are told, by the Railway Minister, will get *per capita* an increase from Rs. 1,660 per annum to Rs. 1,880 per annum. That is the annual amount *per capita* and that covers the fourth class employee who gets less than Rs. 100 a month and the top class Railway Board members who get more than Rs. 3,000 or perhaps Rs. 3,500 or perhaps even Rs. 4,000 a month.

The Railway Minister also told us that the wholesale price index had risen by nearly 30 per cent during the last few years. It is known all over the country that the retail price index has increased even more—more than 50 per cent. In these conditions, what is the total amount that is sought to be spent by the railways on the administrative and operative staff? They get Rs. 99 crores in 1959-60, which came to Rs. 114 crores in the estimated expenditure of 1960-61 and which remains stationary at Rs. 114 crores during 1961-62. While you are expecting an increase of income to the extent of Rs. 40 crores, you do not give a cent more in this year to the railway employees. This Government has passed a lot of labour legislation. When there is a dispute between a union of workers and the employers, conciliation and adjudication boards and other machinery is set up to resolve the differences. But in a matter of the railway employees' dues, there is no regular machinery set up at all. When the discontent rises gradually and explodes in the form of a general strike, then come down all kinds of punitive measures, ordinances, etc. and legislation is threatened. The recognition of unions is withdrawn, but we are not told definitely the kind of machinery that is sought to be set up in order to resolve these differences.

I may say in passing that nearly 4,000 railway employees have either been suspended or dismissed due to their participation or non-participation in the general strike; maybe they were just absent because they could not reach the railway premises, and they have been penalised. We have been definitely told time and again that there will be no vendetta, no revengeful attitude and nobody will be dismissed or punished except for violence, arson, gross misbehaviour and sabortage. Sabotage and violence have not been proved. Gross misbehaviour has been alleged, but what is the definition of gross misbehaviour? 4,000 railway employees have been penalised and the Railway Ministry may know that the masses, the people by and large, sympathise with these railway workers and the discontent that is sizzling in their minds.....

Shri Narasimhan: Did they sympathise with the strike? Is it what he claims?

Shri Yajnik: Yes: I claim that the vast majority of the people sympathise with the railway workers.

Shri Narasimhan: Not at all.

Shri Yajnik: That is a difference of opinion. I claim that this strike continued for three good days and it made history in the country. It did not merely cover the railway employees; it also covered the income-tax department, the P. & T. and Central Government employees and they made a good show of their ability and their organising capacity.

Shri Narasimhan: Question.

Shri Yajnik: This vindicative attitude is doing harm to the railway administration and to the country as a whole. It is also affecting the operational efficiency of the railways. I would request the Ministry to set the matter right and not merely keep their heads in the clouds. Do not leave this matter merely to the zonal or divisional heads. It is a national question and a national question must be settled from the Centre.

Applications and petitions have been coming to the centre and no reply is being given. I have also been hearing from some aggrieved people. They have been writing for months without any reply. The Government think that they are strong and mighty and they can ride roughshod over the hearts and feelings of thousands of workers. I would request that all the legacy of that strike should now be resolved and it should be made possible for all the people, except those who are proved to be guilty of any sabotage or crimes and convicted, to join the ranks of the railway employees.

My point is not merely the reinstatement of the railway employees. My point is, give them a better deal. If even an ordinary textile mill continues to make profits and earns greater money, then the labour legislation and even the mills give bonuses to the workmen. Here you are making Rs. 75 crores in two years and all that you give is the Pay Commission's award! If you want to increase the operational efficiency of your workers—they are the biggest wealth of the country, the human material—the moral and mental power in them can be most fully utilised for the good of the railways and for the country if proper incentives were given.

If this Government really stands for socialism, it must look upon the railway workers as its buttress, as the foundation of the whole structure. The Railway Minister dwells at length in this speech on all kinds of developments—workshops, lines, engines, etc.—which are envisaged in the third Plan, but I looked in vain through the whole speech and except for a few crores of rupees that are spent on providing amenities to the railway workers, I do not find much. I would plead with the Minister to look at the railway workers to whom he has given compliments at the end of his speech, to look at their conditions. Their conditions are becoming increasingly more difficult in this period of rising prices. Even today prices have risen, on account of the new budget. I would plead with the Minister to see if he can raise their salaries and give them more casual leave, to give them better conditions of life and other amenities when they are needed.

The most aggrieved person in the country today is the third class passenger, who used to give Rs. 110 crores in 1959-60 and who is scheduled to give Rs. 128 crores in 1961-62. He goes on continuously giving more money, while the income from first class passengers is comparatively stationary. The third class passenger is the most aggrieved person, who gives the biggest revenue to the railways except goods traffic. The third class passenger is the Cindrella of the railway system. If I travel by the first class today with parliamentary pass, I have a guilty conscience when I see the third class coaches packed like sardines with human beings. It is a matter of shame and sorrow. Who is to look after them? The railway conductors are there in important trains. But who is to look after the third-class passengers? There is nobody at all. Why should conductors not be provided, especially for the benefit of the third-class passengers, the passengers who give the largest amount of revenue to the railways? Who is there to look after the cleaning of their toilets? Who is there to look after the provision of water in the toilet rooms? What about the cleanliness of the whole compartment and the cleanliness of the toilet room? When there is overcrowding and when some burly fellow is standing at the entrance and marking at other passengers who is there to help the poor third class passengers? No body is provided by the railway administration. The guard does not look after them. The conductors look after the first class and just go about and the devil get the upper hand.

An Hon. Member: They look after the Ministers.

Shri Yajnik: Yes, they look after the Ministers. It is an absolutely chaotic and anarchic condition that

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the third-class passengers are passing through days and nights because there is hardly any standing room.

Then, as far as I can see, the metre-gauge railways are even more crowded. It is an excruciating experience even to see these people crowded like cattle, and worse than cattle, in these third-class compartments, and yet we do not see anything being done for them, though some trains are added. But our Railway Ministry is proud to take orders from Pakistan for providing more coaches, though more coaches are required in this country and more trains are required in this country. This is a question of questions and the Railway Ministry must dealt with it more efficienctly and quickly. I see in the newspapers reports of mashes getting very nervous and very angry about it and they are threatening to practise *satyagraha* against this Government if matters are not set right within time. With these words I would again appeal to the Railway Ministry to take this question of the third-class passengers as one of the first questions of the agenda and deal with it expediency and sympathy.

Shri Basappa (Tiptur): Mr. Chairman, it is very significant that these strong speeches and strong criticisms of the railway administration are coming towards the end of the discussion. The previous speakers, Shri Anthony and Shri Asoka Mehta, who are known for their strong criticisms all these years, were more sober.

Shri Ram Sewak Yadav (Barabanki): They have been purchased.

Shri Harish Chandra Mathur (Pali): Do not say that.

Shri Basappa: I hold a different view altogether, particularly from the strong sentiments expressed by my hon. friend, coming from my part of the country and the leader of the Swatantra party. Shri Imam

15·44 hrs.

[MR. SPEAKER *in the Chair*]

He has used very strong words. For the benefit of the Railway Minister, who was not here, I may say that he has used strong expressions. I do not agree with those sentiments. Still, the need for the railway line for that part of the country cannot be ignored. I do not know what made my friend to use words like these—we are very much disappointed; we are put to a humiliating position. He has also told us that there is a breach of faith and the railways are very very unjust. These are very significant words for the Railway Minister. Though these words need not be expressed, still the need for certain things is clear and the Railway Minister will certainly take note of them and do justice to all parts of the country.

The previous speakers have complimented the Railway Minister for the efficient working of the railways. Of course, the needs of the country are very great; but that is a different matter. How far we have been able to cope with the needs of the country is also a different matter. Whether they have worked hard whether they have tried to bore more useful is the matter for discussion here. From that point of view, the railways have played a significant part. We all know that in the transport of this country they must play a very important part.

In the first Plan, from a figure of 94 million tons we have jumped up to 115 million tons and again in the Second Plan we have gone to 154 million tons. In the Third Plan we have a target of 235 million tons or so. This is a great improvement. Of course, one should not be complacent about this. Better achievement is very very necessary.

Sir, this morning you were pleased to inform the House that you will give ample opportunity to discuss the question of rail link between East and West Pakistan. I have got that question

before me here. It has caused great anxiety among the people of this country. We have been very very generous all these years. Our good gesture has been taken in a bad sense, as our weakness or as our policy of appeasement. So, it must be made known clearly what our position is. A rail link between east and west Pakistan is not an ordinary thing. Here we are reminded of the corridor they were demanding. So, we should be very very careful about what they want. Our Railway Minister is very efficient and he will, we have no doubt, take all the necessary precautions before he gives a decision. We are sure that he will consult the various State Governments like Punjab, Bihar, Bengal and Assam. I do not want to say much at this stage because now everything is in a fluid stage.

Another important thing which is worrying this House and about which you also mentioned in this House is the coal crisis. Here we have contradictory figures. Sometime back Shri Asoka Mehta said there is under production of coal and, therefore, the railways are able to make up this. But, on the other hand, we have been hearing there is complaint of over-production on the part of the Railway Ministry by saying they never anticipated this much production. So, what exactly is the position? How far are the railways able to lift the coal which is in short supply? Now kerozene oil is also taxed. Coal and kerozene oil play an important part in the domestic budget. What exactly is the position of coal?

I feel in this matter that our planning, so far as wagons are concerned, is not correct. I do not know where we have gone wrong and what mistake we have committed but I could say that we have not fulfilled our target. These are things which the Railway Minister should go into in greater detail, find out the exact positin and correct it, if necessary. These are the bigger issues.

Coming to the little part of my own country, the Hassan-Mangalore line has been pressed many times by hon. Members and it has been promised in this very House by the hon. Minister quite often. Still, at what distance of time we are going to have it, we do not know.

Only the day before yesterday our Governor made a speech before a local assembly. He said that the Centre was going to take up the question of having Mangalore as an all-weather port and as a consequence of that our railway will certainly be taken up. This is a great hope. But I want to know this here from the hon. Railway Minister who is the proper man to say these things. Of course the Governor is equally important.

An Hon. Member: More important.

Shri Basappa: But our hon. Railway Minister plays such a notable part in this affair. If that is not conceded, we will be put to great difficulty and we will not be able to show our faces to people in that part of the country.. (*Interruption*).

There are certain other things also. You know, Sir, from Bangalore to Poona there is a metre gauge line. To go about on that line is very difficult. So many years have passed but still it has not been converted into broad gauge. The track is not all right. A number of times there has been derailment of wagons. These things should be attended to more carefully. You have asked us to discuss these minor matters outside the House and I have been discussing these with them, but still nothing has happened. When I go to my constituency it is very difficult to answer people there.

Then a facility which had been given for all these 30-40 years has been taken away. They say that because there are long-distance passengers they cannot stop the train. For the last about 40 years the trains had been stopping there. A small mercy like that should be shown.

Mr. Speaker: Are hon. Members of Parliament not there on the zonal and regional committees?

Shri Basappa: We are pressing for it, but the reason given is that because long-distance passengers are there they cannot stop the trains there. Then at Gubbi the train stops only for two or three minutes and first-class tickets are not issued. They ask you to take the ticket at the next station. Because of this they cannot show figures of first-class passengers from Gubbi which is a *taluk* headquarters and is enjoying all the privileges. I cannot go and show my face to the people there..... (*Interruption*). I request the hon. Minister to show a little mercy. I have written to the hon. Deputy Minister also. It is a small thing.

Shri Ram Sewak Yadav: Why only you, the Government cannot show its face.

Shri Vajpayee (Balrampur): Something must be done for him to save his face.

Mr. Speaker: The hon. Minister should be a little more indulgent to hon. Members.

The Minister of Railway (Shri Jagjivan Ram): In that case there will be no express trains in the country.

Shri Basappa: That someaimes can be interpreted in any way. It is not known correctly whether first-class passengers travelled from that place to another place or not. Therefore, these things should be taken care of.

Other hon. friends have talked about planning. Our hon. Minister also knows that in the past nearly 34,000 miles of railway lines had been there During the last ten years we have added very little to that. I along with others plead that there should be greater allocation for putting up more railway lines. Afterall what is our achievement of the last ten or twelve years? Only about 1,000 miles have been added at the rate of about 100 miles a year, whereas in the past they had put up 30,000 or 40,000 miles. So there should be a greater perspective in planning. The proper way should be of looking 15-20 years ahead. Planning is very very necessary.

The hon. Minister will excuse me when I say that one sentence in his speech need not have been there. It gives us a wrong impression. He had said:

> "I am hopeful that it will be found possible to make a further allocation of funds, to meet the demands for new lines to be construed on grounds of political, social and economic development in certain areas, more particularly in the South."

This gives the impression as if only political reasons sometimes count very much. It ought not to be there. It gives that impression though it is not meant so. I hope he will say that that is not meant.

Shri Jagjivan Ram: I will again draw the attention of the hon. Member to that. He should try to understand English. What is said is 'political development' and not 'political reasons'.

Shri Basappa: I stand corrected. The shortfalls in traffic are noticeable. At first it was to have been 168 million tons. It was reduced to 162 million tons. Even that could not be achieved. Therefore it has been reduced to 154 million tons. There is a shortfall and he has given sufficient reasons for it. But still such things need not take place.

There are two or three points more. There is a lack of co-ordination. There is the question, namely, how to send our goods through the sea route particularly when it was not remunerating to have a railway line. That causes us an anxiety. Sometimes the roads run parallel to the railway line. It is

true, but when you do not stop your trains at certain stations naturally people will take to roads. Therefore care should be taken to see that there is proper co-ordination and that a definite policy is laid down in all these matters.

Another thing which causes a little anxiety is the fact that the working expenses are mounting up. Care should be taken to see that the working expenses are kept under control. This time the net surplus is only Rs. 8 crores or so and if the working expenses are reduced, it can be increased.

Then we are spending thousands of crores of rupees on railways. It should, no doubt, be a utility concern, but still the commercial aspect should not be forgotten. You should see that a proper return is given by the railway.

So far as certain technical and research aspects of the railways are concerned, we are spending very little money on that, whereas we are told that in foreign countries large amounts are set apart for doing research as to how tains could be run more efficiently. It is doubtful that the amount we have set apart is commensurate with the research that we want to undertake.

In this connection I may say that the big important railways in Japan, America or Europe will have to be studied a little more carefully. Even if our hon. Railway Minister pays one visit to those countries he will be able to see their technique. Here a large number of people, 10 or 11 lakhs, are working. There a smaller number of people are working, but still there is greater efficiency there. We should see how that can be achieved. If the hon. Minister cannot go himself, he can at least send his deputy to see these things.

Finally, I agree with my hon. friends that younger people who can spend more time in the railway administration, that is, in the Railway Board, should be put in there so that they will have some time to see and do certain things instead of having old people who will retire very quickly.

Shri Birendra Bahadur Singhji (Raipur): Mr. Speaker, Sir, taking the oveall picture of the speech that was delivered by the hon. Railway Minister and from the budget papers presented to the House, I shall be failing in my duty if I do not express my felicitations to the hon. Railway Minister and to the members of the Railway Board for making a really good progress in the last couple of years. I must say that so far as indigenous production in places like Chittaranjan, Bangalore and Perambur is concerned and the number of lines that have been put up is concerned, it is really a credit to the railways. It is also to the good that the hon. Railway Minister has refrained from adding any new taxes on the common man's burden by increasing fares and freights. But how long will this last is another matter because going through the figures I feel that the working expenses are likely to go up. Also, there is no clear picture of the Third Plan. So we do not know what these expenses will come to. However, that is another thing and I hope the hon. Railway Minister will kindly see to it that the working expenses and the maintenance charges are kept properly, otherwise they are very likely to go up and then again we will have to fall upon the Development Fund. There are one or two things which I wanted to suggest regarding the maintenance etc. I see the number of carriages that are coming out are nice ones, either third class or upper class carriages. But somehow or other I find—I do not say that the officers at the top level are responsible for this, but those who are looking after the carriages and other things are—most of the carriages—are not being maintained properly. For instance, take the Pathankot Express as also the Dehra Dun-Bombay Express.

[Shri Birendra Bahadur Singhji]

I have travelled in these trains. The carriages are sometimes so rickety and even the wheels make noice, and the seats are very uncomfortable. I am only pointing out this because if these are not maintained properly it will add up to the expenses. So there must be some arrangement that while we are making propress, these carriages, if they are bad they should be condemned, or if they are workable they should be properly looked after. Because, if one carriage is not working properly what happens is that the train has to be stopped; sometimes the passenger has to pull the chain, and then we simply waste time.

16 hrs.

There is another thing regarding operation. The other day I was travelling from Dehra Dun to Saharanpur. By bus the upper class fare is Rs. 2.33 nP and the lower class fare Re. 1.81 nP, while the third class fare from Delhi to Saharanpur is Rs. 3.22nP by express train and Rs. 2.70 nP by passenger train. If you travel by bus from Dehra Dun to Saharanpur it takes 3½ hours, whereas if you travel by train —and mind you, it is an express train, Dehra Dun-Bombay Express—it takes full six hours. While the passengers have to pay even more, they do not get even the facilities of express trains. So my suggestion is, if we really mean that they are express or mail trains, let them be run like that. They should not be run like passenger trains. If they are passenger trains, then it is all right. But when we say that it is an express or mail train, then it should run like that. The same thing applies to the Grand Trunk Express also. As regards the operational matter, most of the time is wasted in the stoppage of the trains. In many places they stop for fifteen to twenty minutes. I do not think there is any necessity for doing so, except where it is an important station where certainly it can stop for fifteen minutes or a little more. But for an ordinary station, five or three minutes is more than sufficient, I think. Because, after all, when there are trains following it, the train should not be detained. For instance, in respect of the train which I am mentioning, namely the Dehra Dun Express, immediately after it leaves Dehra Dun, there is another passenger train going to Lhaksar. Whenever there are these things, time should not be wasted in detaining a train for more than fifteen to twenty minutes. For instance, take the Grand Trunk Express. Wherever it has to stop, whether it is Agra or any other place, the stoppage is for twentyfive minutes, sometimes for half an hour. I think on this can be reduced. Everyone is keen on reaching his home earlier, and if we can reduce the stoppage to ten or fifteen minutes it will improve the operation of the trains also.

Then coming to the question of catering, I do not know why the dining cars should be removed from long-distance trains like the Grand Trunk Express. Is it because they have to attach a special bogie from Bhopal? That the dining car does not operate from Bina to Delhi? Again, while going from Delhi the train leaves at 6-45 in the evening and there is no possibility of having good meals even at Mathura, and it reaches there at 9-30. And I have noticed most of the time the bearers walking by the foot-board when the train is running. I asked the bearers "why do you do this sort of thing, because it is very dangerous" and they say "we have got to meet the requests of all the passengers". They say that if they do not move like that while the train is running—which is very very dangerous and also against the law—they will not be able to fulfil their job and the passengers' wishes. So we could stop all these things if we provide a dinning car right from Delhi up to Madras.

Similarly, so far as the food is concerned in the Grand Trunk Express, I must say that it is bad after Nagpur towards Delhi. In all the South Indian

stations, it is thousand times better than the food that we get in the Northern Indian stations. I do not know why. I am particularly fond of South Indian food, but apart from that I must say that the food in the North Indian stations is not very good at all. (*An Hon. Member*: It is a question of taste). I hope the Railway Ministry will consider the question of improvement of the quality of the food served.

Similarly there is no dining car also in the train going from Howrah to Amritsar. There used to be always a dining car. That also is a very long distance train, and I request the hon. Minister to consider this matter.

Now I come to one very important thing. I really congratulate the Ministry for opening the Khandwa-Hingoli line. It is a very fine job and I really feel proud that it is one good job which we have accomplished. I would certainly also like the Ministry to do something to join South India with North India by railway through an express train by the metre gauge, because that will also relieve the traffic. We have only one train from the south to Delhi. If we provide another metre gauge express train right from Delhi to Bangalore, that will be very good. I think there was this proposal, it has ben going on, namely to connect Bangalore with Satyamangalam and Coimbatore. Then we could have a through train coming right from the south and going up to Delhi and then going to Assam and other places. I would request the Ministry to take up this matter as one of the highest priority, because it will solve not only the raw material problems but also the problem of food. It will also help the persons going from Delhi to the south because there will be two trains, the Grand Trunk Express and this one on the metre gauge. It is also important from the point of view of military.

There is another important point with regard to priority, and that is that priority should be given to from the point of view of strategy also. Because, we have got all this trouble going on in the border side. I mean there is no train running right through to Agartala. That is very important. At present, whenever the people have to go by train, there is a lot of difficulty. They have first to go by train up to Calcutta and then by air or go via Assam. There is a request from the Agartala people for train connection. From Dharamnagar to Kalkalighat is a distance of seventeen miles. There is a bus service there. But when the passengers come there, they have to ferry across and all the time is wasted in loading and unloading. And their further request is that there should be a through train as far as Agartala. This will be important not only for helping the people there but, as I said, also from the strategic and military points of view.

Coming to another matter, the complaint book is generally kept with the station master in his office. When the train stops at the station for ten to twenty minutes, by the time the passenger crosses over and goes and puts in his complaint he is apt to miss the train. So I suggest that these complaint books should be either on the platform or a duplicate copy of it may be with the guard or the conductor. When passengers have difficulties they do not know where to move and where to complain. Sometimes it does happen also that when you ask the station master for the complaint book, most of them put on a dry face and say either that they have not get it or they give a hundred and one other excuses. So let it be on the platform in which case it will be easily available to the passengers, and a duplicate copy of it may also be kept with the guard or the conductor. And if there is any complaint which a passenger has to lodge he can go to the conductor and lodge it.

Lastly—I will not take much time—I do not know whether I shall be here next year or not, but I personally make this request to the hon. Minister. There is a station called Dongargarh on the South-Eastern Railway. Every

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time there is a fear that the loco shed will be removed to some other place.

Shri Jagjivan Ram: That has been given to you.

Shri Birendra Bahadur Singhji: Thank you. I will not speak any more on that point.

One point more, and that is about the railway protection force. It is a very fine institution and is doing a lot of good work. But somehow or other there does not seem to be any relationship between the railway protection force and the local police force. Either the local police force must be feeling that the railway protection force has taken their powers of law and order in their hands or *vice versa*. There must be some inter-relation or better understanding between the two, because I always see the local police force and the railway protection force looking at each other as if they were enemies. I would only bring this matter to the notice of the Railway Minister.

Dr. M. S. Aney (Nagpur): Does either of them do any work or do they simply look at each other?

Shri Birendra Bahadur Singhji: I would like to say one thing more. During the tourist season, there are lots of passengers, especially tourists from Delhi to Agra. There is only one train, namely the 6 Up Punjab Mail which takes them. Otherwise, they have to go by plane. Sometimes, there is no plane connection to come back. There must be some special train as we have from Bombay to Poona. It may be called the Taj Express or some other Express. It will be very advantageous to the tourists during the tourist season to take them from Delhi to Agra and return immediately. It would also add to the Railway earnings. This is one suggestion that I have to make.

Mr. Speaker: Shri Narasimhan. I will call Shri Naushir Bharucha next.

Shri Naushir Bharucha (East Khandesh): If you will call me tomorrow, I would be obliged.

Mr. Speaker: All right; I will call Shri S. M. Banerjee.

Some hon. Members *rose*—

Mr. Speaker: Hon. Members must wait. I won't give any promise.

Shri Narasimhan: Mr. Speaker, there are three or four exhilarating matters mentioned by the Railway Minister in the course of his speech and also two or three matters causing some concern. I will begin with the exhilarating ones and I would like the House to share the same with me.

The most phenomenal achievement is that of the increase of the capital at charge to the extent of Rs. 1559 crores, from Rs. 969 crores in this Plan period. This is due to the expansion that has taken place. Indirectly, it also depicts the developmental activity that has taken place in the country. It is gratifying, indeed, that while the country, in general, is developing economically, the Railway is not lagging behind. It is playing its own part so that its own obligations under the Plans could be discharged.

Another exhilarating achievement is the completion of the Khandwa-Hingoli line. The Minister has mentioned this also in his speech. This adds a long metre gauge system from the north to the south. This was missed for a long time. It was in 1952, I think, that the idea was taken up. It took such a long time to actually complete this. Now the railway line is completed. It is but very natural, as my colleague Shri Birendra Bahadur Singhji was saying, to allow a train to go along this route, bringing another link between the north and the south.

Shri Heda: Hyderabad to Delhi.

Mr. Speaker: What is the northern-most point from the south by the metre gauge?

Shri Narasimhan: Up to Punjab via Khandwa, Hingoli, Guntakkal and Pakala.

Shri S. V. Ramaswamy: One can go up direct to Dwarka in the West and Tinsukia in the East from Tuticorin or Trivendrum.

Shri Heda: From Hyderabad to Delhi, by the metre gauge, it is nearer than by broad gauge.

Shri Narasimhan: For this service to be more effective, certain bottle-necks have to be removed and certain missing links have also to be established. That would consolidate the entire metre gauge system. I will refer to that later.

Another thrilling announcement by the Railway Minister is that the Railway Ministry has realised that the south has been somewhat neglected and therefore special mention had to be made and a special promise had to be made for examining the feasibility of having some more lines. This announcement also is of great satisfaction. But, there is a 'but' for it. During all these two Plan periods, two important States, Mysore and Madras have been totally neglected. The capital at charge has increased by several hundred crores. Eight hundred miles of railway line have been added to the system. But, in all these years, there was no activity in the south. Apart from that, some lines had been removed in my district. As I have been often telling, one hundred miles of line have been removed and they are not being restored. That is the position in the south.

Shri Asoka Mehta was taking a very mighty stand. He was saying that we must have an integrated transport approach and so on. In this big country of diverse languages, distances, needs, and ways of life, this kind of an integrated administrative outlook will result in political disintegration of the country if the proper needs of the various distant parts are not looked into. Just as in the human body, we have to look to the needs of every part, in the body politic, we have to see to the needs of every part. If you think that the head is the most important and go on feeding it, the head will grow big and the leg will not be able to shoulder the burden of the head.

Mr. Speaker: The Railway is the body politic.

Shri Narasimhan: The same thing applies to the Railways. Actually Mr. Mehta was regretting that in the south, they are losing They are losing in the North-eastern Railway. The loss seems to be Rs. 11 crores. In the North-east Frontier Railway also, the loss is Rs. 10 crores. It is much more than in the Southern Railway. We cannot ignore the needs of the North Eastern Railway or the North-eastern Frontier Railway. The Railway Minister said, "political development". Superficially speaking, it may be objectionable and it may not be very convincing. Political development is a very wide term. It may include defence; it may include strategy. It may include inter-state relations and inter-border relations. They go together. We have to consider the needs not purely from the economic or profit-making point of view. The defence needs are there. There is Kashmir. Kashmir has a peculiar relationship with us. We have recognised that. Constitutionally it has been recognised. The people of Kashmir want some railway. The people of Jammu want some railway. These things have got to be considered. Considerations other than purely profit-making have to be looked into. I suppose the Railway Minister meant that when he used the term, "political development". We ned not object to that. I am only surprised that Shri Asoka Mehta should take this stand in these days when we want democratic decentralisation, when we want each part to look after itself.

[Shri Narasimhan]

Shri Mohammed Imam, who spoke previously, made a convincing speech as to the necessity of attending to the needs of the South. He said how when the Mysore State was running its own Railways, it had certain programmes and how the programmes were being executed one by one. Actually, when they handed over the Railway on integration, they gave a good sum of Rs. 8 crores. Now, when they want some railway lines, from a central approach, from the approach which probably Shri Asoka Mehta will fully approve of, notwithstanding the realisation of the Centre to have a revised outlook in the matter, they will be ignored. Therefore, I am really very happy, over the announcement of the Railway Minister that if further funds are made available, he would look into the needs of the South. It is very welcome.

Shri Mohammed Imam: But there is a big 'if'.

Shri Narasimhan: An hon. friend also pointed out that the so-called loss of Rs. 2 crores on the Southern Railway was due to the fact that they had to get their coal through the sea route, which is now proving to be a costlier route. If really an all-India outlook is to be taken on the major problems of the country, there should be a pooled, national price for coal. When such problems come up, we do not have the necessary courage or guts to deal with them. If we had really that kind of approach, coal will be available all over the country at the same cost, and the industrial development of the country will be uniform. Places which are near the coal belt will not have an extra advantage. Distant parts like Saurashtra and Madras will not unduly suffer. That will not be quoted as a reason for not starting industries there. Instead of adopting that approach, simply to say this costs more or that costs more is not really working out the cost accounting of the railways.

The fact that there has been a shortfall in wagons is a serious drawback, and whoever was in charge of the Plan at the railway level did not really concentrate on how to implement the Plan. That is my impression. No doubt we are liable to make mistakes, but still it is a mistake.

There is the Perambur Coach Factory. Nothing prevented its working from the very beginning, from the moment it was fit to work, and had reached its installed capacity, three shifts, but these things were not thought of at an early stage. The second shift has come considerably later. I would like to know whether really it was not possible to start the second shift much earlier. If these things had been properly planned, I think we would have had more production of wagons.

Shri Jagjivan Ram: Perambur does not produce wagons.

Shri Narasimhan: I am referring to coaches.

In respect of wagons also, if similar steps had been taken, we should have been able to solve the problem. Wherever it was possible to double, we should have doubled. There is a tendency to start more centres, while the full capacity of the existing ones is not fully utilised. It is a general weakness of the Government of India.

For example, there is an Institute of Mental Health in Bangalore. There are similar institutions in other places also. There, they want to close it down, and have only one and somewhere else! In other cases, they are starting more units whether they are working to full capacity or not.

Shri Jagjivan Ram: They should spend more on mental hospitals?

Shri Narasimhan: Does not matter.

So, the approaches are contrarywise on the part of the Government

of India. Good institutions are closed, and unnecessarily integrated and made into one. Some other institutions are dispersed and more units started, while a single unit could be further developed with advantage.

I am very glad to note that the Brahmaputra Bridge will be completed in 1962. When it is completed, it will be a proud achievement for the engineers of the railway, and all those taking part in the work.

It is very disconcerting to note, as the Railway Minister has stated, that the cost per employee is increasing. It is also causing considerable concern to see the various problems arising out of fuel. I am very glad to note from what the Minister has said that certain researches are going on with furnace oil and fuel for making the operation more effective. I wish the research success. I would like to know, through some literature, where and how this research is being carried on, and who is conducting it.

It is wrong to say, as Shri Asoka Mehta was trying to make out, that passenger traffic is shifting to the buses in the South. It is not so. It is because the railways have failed, the passengers are going to the buses. It is the inability of the railways to carry the passengers that is the main reason. There are now buses running from Madras to Salem, a distance of 200 miles, and from Madras to Krishnagiri, a distance of 160 miles. They are all working very well. The real reason is that the railways are not able to cope with the traffic. There can be a through railway train between Madras and Salem on the metre gauge from Egmore. In view of the fact that the lignite area in Neyveli is developing, that there is a link between Salem and Neyveli, that there is a large mineral wealth in the area, it is necessary to run trains from Madras to Salem, either way, reaching both the extremities during normal hours. Now, the only train available is from Madras *via* broad gauge, which reaches Salem sometime at 2 or 4 A.M. Even the train starts somewhere about midnight or 1 p.m. It will be quite practicable to run trains from Madras (Egmore) to Salem Town on the metre gauge. Trains should leave and reach at earthly hours instead of at unearthly hours as now. This has been mentioned quite often. It will be useful for passenger traffic, and the railways will also gain by that. That is my impression.

While considering all these questions, particularly the demands of the South, and Madras in particular, for railway development, I hope the Railway Minister will remember that big industrial operations are on the move there, and that a perspective outlook is called for. It is no use trying to do things later. When the lignite work is going on and several crores are being spent, unless the railways also, more or less simultaneously, start their development work there, there will be bottlenecks later, and we will be in eternal trouble, as is said in the Hindi proverb:

रामेश्वरम गया तो भी शनीश्चर ने नहीं छोड़ा।

Shri S. M. Banerjee: I join my hon. friends in congratulating the hon. Minister on the overall improvement in the working of the railways.

The first point which I wish to bring to the notice of this House and to the hon. Minister is the terrible coal shortage,—coal and soft coke for domestic use, in the State from which I come.

My attention was drawn to the news item which appeared in *Indian Nation* dated February 27, which secured banner headlines in this reputed paper of Bihar, thus: Lack of Adequate Transport Facilities for coal: Over 8 lakh tons stockpiled in Bihar and Madhya Pradesh: Public Sector apprehends fall in production. Then it says:

"Over 8,00,000 tons of coal representing 40,000 wagon loads, are

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accumulated in the public sector collieries in Bihar and Madhya Pradesh for lack of adequate transport facilities.

Authorities of the National Coal Development Corporation, in charge of coal production in the public sector, expressed fear that if the transport bottleneck was not overcome soon, this stockpile would double itself by the end of March requiring considerable slashing of coal production in the public sector at the beginning of the Third Five Year Plan."

It further says:

"A party of journalists was taken last week by the N.C.D.C. to its coalfields in Bihar in the wake of the current controversy between the Railways and the Fuel Ministry on the coal shortage faced by industry.

The party saw huge dumps of coal at railway sidings awaiting clearance to their destinations in the North. The stocks were intended partly for consumption by the railways and partly for cement, textile and other industries.

The Managing Director of the Corporation, Mr. R. C. Dutt told the party at Bhurkunda that the Corporation at present did not propose to curtail production. But if the wagon shortage persisted after April 1, they would necessarily have to slash production."

This serious statement which has appeared in the newspapers has caught my imagination, because I am facing a terrific coal shortage in my own State. In today's paper, as has been very ably quoted already by my hon. friend Shrimati Parvathi Krishnan, we find the following news item:

"COAL SHORTAGE HITS UP INDUSTRIES

Inability of railways to increase deliveries several industrial concerns in U.P. are facing the prospects of closure following the inability of the railways to increase coal deliveries to the State.

The industries affected already include sugar, textile, paper, glass, distilleries and engineering firms. U.P.'s road construction and building programme will be affected even more seriously because there now seems no hope of securing more brick-burning coal for kilns before the monsoon. U.P.'s last hopes of securing more coal failed when a meeting of senior railway and coal distribution officials, convened by the Chief Minister yesterday, was unable to help. Mr. Gupta expressed disappointment that the officials had not been able to give even an extra ounce of coal to U.P.".

This is a very serious state of affairs in my State, and I have seen myself that in place like Kanpur, Lucknow etc. even soft cock intended for domestic consumption is not available for distribution. The district supply officers at the various places made frantic efforts to contact the Coal-Controller and probably the Railway Ministry but to no purpose. Now, it has reached a situation where it is impossible to avoid riots only because coal and soft coke are not available for domestic consumption, and it will be difficult to avoid closure of the various industrial units. The news item further goes on to say:

"RAILWAY OFFICIAL'S STATEMENT

Lucknow, February, 28: As a Press Conference, Mr. Harbans Singh, General Manager, North-Eastern Railway, denied that industries had not received their quota of coal. But he admitted that there had not been a sufficient supply of brick-kiln-coal.".

So, a particular statement which has been made by the Chief Minister of U.P. has been contradicted by the General Manager who was present at the same meeting. I do not know whom to believe, and whom not to. But a serious situation exists in U.P. That is a matter which the Railway Minister must consider in all seriousness. I am not going to find fault as to which Ministry is in the wrong, but it is for both the concerned Ministers to sit together, and take the Chief Minister of U.P. into confidence and devise some measures by which this particular problem can be solved.

Only some time back, there was a time in U.P. when foodgrains were selling at very high prices and were not available for consumption of ordinary people; at that time, there was coal in my State. But, now, when foodgrains are available, there is no coal, and no soft coke for cooking purposes. So, it is really a problem which confronts every citizen of my State.

My next point is about the victimisation cases. I am sorry to use the word 'victimisation'. It may be harassment or something like that arising out of the general strike in 1960. I am thankful to the Minister and his Deputies and to the Members of the Railway Board for treating many cases with the utmost sympathy and leniency. It was the desire of this House as also the desire of Government, including the Prime Minister and the Home Minister that the strikers should be treated leniently, and it was not in the mind of anybody including those in Government, that they should be treated harshly.

I should like to quote what Shri G. B. Pant said in the Lok Sabha in regard to this matter. In reply to Unstarred Question No. 2243 on the 6th September, 1960 in the Lok Sabha, he stated thus:

> "Departmental proceedings should be taken against those who are suspected to have indulged in sabotage, intimidation or gross misbehaviour....".

I may add for the information of the House that at that time, that is, in the month of September, the term 'gross misbehaviour' had not been properly defined. Earlier, the Home Ministry issued instructions on the 21st July, 1960—this was before September—to the following effect:

> "No precise definition of gross misbehaviour, which will be one of the tests of selecting strikers who will be subjected to charge-sheets can be given. Lying on railway tracks, burning of effigies, shouting of abusive slogans, disorderly or defiant conduct and picketing of a coercive kind are some examples of what would be covered by 'gross misbehaviour'.".

Mr. Speaker: What is his remedy? Whipping?

Shri S. M. Banerjee: This is about what constitutes gross misbehaviour.

Mr. Speaker: What is his remedy? Just pay a fine of Re. 1 and get away?

Shri S. M. Banerjee: I am coming to that. They have themselves changed the definition. They have not accepted my definition. Meetings were held at various levels and a decision was taken. I am reading from an extract available to me which was issued by the Railway Board. I am told a letter was issued on 7th February 1961 stating what does not constitute gross misbehaviour. I quote:

> *"WHAT DOES NOT CONSTITUTE GROSS MISBEHAVIOUR*
>
> (Clarifications issued by the Railway Board)
>
> "The various charges mentioned in the statements have been gone into by the Board. In this connection, the following clarification is given:
>
> 1. Absence from duty without authority during the strike

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period: For this charge, no departmental action is intended to be taken.

2. Organising and leading processions: This need not be interpreted as falling within the purview of gross misbehaviour.

3. Addressing a meeting: This will not come within the purview of gross misbehaviour in the present context.

4. Instigating staff to join strike: In cases where the picketing and instigation have not been of a coercive type, disciplinary action need not be taken.

5. Using of slogans: Only abusive slogans need be taken notice of for the purpose of taking disciplinary action.

6. Issue and circulation of leaflets; This need not be a charge for taking disciplinary action unless the leaflets contain highly objectionable matter."

I am extremely grateful to the Railway Minister and the Railway Board for clarifying this definition of gross misbehaviour, which was rather cloudy and various interpretations were given by various people. According to this definition, I am sure about 502 or 510 employees—I speak subject to correction—could be taken in. If there is a case of sabotage or violence against any employee, I suggest that either a Committee of this House should be appointed or a Judicial Committee should be constituted so as to give adequate opportunity to the employees to prove before the Committee whether their conduct was good or bad. There are still about 510 cases in all the railways, Central, Eastern, Northern, North-Eastern, Southern, South-Eastern and the Integral Coach Factory. I do not say that the Railway Minister or his Deputies are treating these cases on the basis of past prejudices, but unfortunately, as human nature reacts sometimes, certain officials, I am sorry to say, taking advantage of the past prejudices want to smash the Unions and victimise those active trade union workers. I request the hon. Minister to kindly consider these cases.

There is another point which I would like the hon. Minister to consider in all seriousness. Last year or even six months earlier, questions were raised in this House regarding cast iron sleepers. My attention was drawn to various firms in Calcutta who are supposed to supply cast iron sleepers to the various railways. I am told that some firms supplied cast iron sleepers which are under-weight and which have been detected very recently. I want to know whether these cases have been referred to the SPE. If not, I think some day we shall be in serious difficulty, because I am told by the technical people that only 5 per cent. tolerance is allowed in the case of cast iron sleepers and if it is more or less than that, it is actually not up to specifications. I wish this should be properly inquired into to see what is wrong in this.

Then, my last point is the restoration of the recognition of the All India Railwaymen's Federation. I say with confidence that this Federation represents the majority of the workers. The hon. Minister of Railways did his best to unite both the Federations but he failed. Now, after the strike, 7 or 8 months have passed without recognition. Without recognition how can they possibly function?

During the strike period the Prime Minister made speeches and said that proper discussions should be held within the four corners of the Pay Commission Report. There are various recommendations of the Pay Commission which have affected the workers adversely—if not all, at least some of them—and it is high time that some forum is established

through which the workers could ventilate their grievances, properly and firmly. I, therefore request that, till proper instructions issue from the Home Ministry for the restoration of recognition or till something is brought up in this House, the recognition of the Federation should be restored provisionally so that the workers can have a proper forum.

At present the negotiating machinery is not working. No meetings have taken place. Only Members of Parliament tire our elbows and tire the Railway Minister's patience by writing letters. I am not interested in writing so many letters as others are used to do. But I have to do it because, unfortunately, there exists no forum for negotiations. I would request the hon. Minister to see that something is done.

Half a minute and I will finish. I will congratulate the hon. Minister for giving another station to Kanpur in the name of the late lamented Pandit Ganesh Shankar Vidyarthi who laid his life for the sake of communal harmony. I would request him to inaugurate that station on a day which is the birthday of the late Ganesh Shankar Vidyarthi so that the people of Kanpur and every passenger that gets into the train or comes out of the train would come to know that Kanpur had produced a man of that stature.

सुश्री मणिबेन पटेल (आनन्द) : माननीय अध्यक्ष महोदय, रेलवे मंत्रालय ने काम तो अच्छा किया है, परन्तु इस से संतोष मान कर आराम से बैठ जाने का समय नहीं है ।

हम को एक बात की समझ नहीं आती है, आप कहते हो कि हमारे पास वैगन ज्यादा हैं, हम बाहर भी भेज सकते हैं । दूसरी तरफ से हमारे यहां गुजरात में तो कोयला न मिलने के कारण छोटे मोटे कारखाने बन्द हो रहे हैं, और स्टील और कोयला मंत्रालय वाले कहते हैं कि हम को वैगन नहीं मिलते । आप के दोनों के बीच में किस प्रकार का सहकार है या कि किस प्रकार की ज्वाइंट रेसपांसिबिलिटी है यह हम को समझ नहीं आती । पर हमें अनुभव हो रहा है कि आप दोनों के बीच में कुछ भी हो, लेकिन कोयले की कमी के कारण कारखाने बन्द नहीं होने चाहिय । गुजरात में ऐसा अनुभव हो रहा है और हर रोज में गुजरात के अखबारों में यह चीज पढ़ रही हूं, और हमारे उद्योग मंत्री ने तार किया है, और इधर लिखा है कि कोयले के बारे में कुछ करना चाहिये । यह मैं ने आज भी पढ़ा है ।

मात्र दिल्ली के स्टेशन पर खाना बन्द हो, कांच में रखा जाय या प्लास्टिक में रखा जाय, इतना बस नहीं है, पर हर स्टेशन पर खाना खुला न बेचा जाय और न्यूज-पेपर के टुकड़े में तो कहीं भी न दिया जाय यह खास देखने की जरूरत है ।

आप अपने यहां रेलवे की बोगीज बनाने लगे, वैगन बनाने लगे, इंजिन बनाने लगे, बहुत अच्छी बात है, परन्तु उन के कारखाने से निकलने के वक्त उन का पूरा इंस्पेक्शन होने की बहुत जरूरत है क्योंकि उन में काफी कमी रह जाती है । बार बार हमारे इंजिन क्यों अटक जाते हैं, क्यों खराब हो जाते हैं और इस के कारण ट्रेन बीच में रुक जाती है और देरी से आती है । रेलवे ट्रेन में जो डब्बे होते हैं उन के बारी दरवाजे अच्छी तरह बन्द नहीं होते । अभी थोड़े दिन पहले एक बारी हमारे एक भाई की अंगुली पर इस तरह पड़ी कि उस की अंगुली की हड्डी के ६ टुकड़े हो गये ऐसा फ्रैक्चर हुआ, और अभी एक महीना हो गया अभी तक वह ठीक नहीं हुआ । इस का कारण तो यह है कि आप की डब्बों की बारियां ठीक से बन्द नहीं होतीं । और पूरी बन्द नहीं होतीं इसलिये नीचे से धूल भी आती है ।

मेरा बराबर अनुभव रहा है कि महिलाओं के डब्बों में जो चटकनियां होती हैं वे ठीक से बन्द नहीं होती और जब हम किसी रेलवे कर्मचारी से कहते हैं तो वह कहता है कि

[सुश्री मणिबेन पटेल]

अगले स्टेशन पर करेंगे, अगले स्टेशन पर करेंगे । इस चीज को देखने की जरूरत है । जब गाड़ी रेलवे टरमिनस पर हो और यार्ड से स्टेशन पर आय तब डब्बों को देखना चाहिये, खास तौर से महिलाओं के डब्बों को, खास तौर से रात के सफर के डब्बे को ठीक से देखने की जरूरत है कि उस की बारियाँ और दरवाजे ठीक से बन्द होते हैं ।

मीटरगेज की ट्रेनों में काफी भीड़ होती है । अहमदाबाद और मैसाना के बीच में इतनी भीड़ रहती है कि मैं समझती हूं कि एक ट्रेन सुबह और एक ट्रेन शाम को बढ़ाने की जरूरत है जिस से कि जो मजदूर लोग अहमदाबाद में कारखानों में काम करने आते हैं उन को आने जाने के लिये सुभीता हो जाय । आजकल तो अगर आप शाम को और सुबह को देखो तो आप को खुद को दुःख होगा कि किस तरह से भीड़ जाती है ।

डिलक्स ट्रेन एक और बढ़ाने की जरूरत है । आप कब तक यह कहते रहोगे कि हमारे पास और गाड़ी नहीं है । कब और गाड़ियां बनेंगी और कब ट्रेन बढ़ेगी । जब यह ट्रेन जनता को इतनी पसन्द है तो इस को जल्द बनाने की कोशिश करनी चाहिये ।

स्टेशनों पर भिक्षा मांगने वाले बहुत होते हैं और उन में रोगी भी होते हैं और कुत्ते भी स्टेशनों पर होते हैं । ये कई स्टेशनों पर दिखते हैं । मथुरा पर तो उन की कोई हद ही नहीं है । पर मैं ने कभी किसी रेलवे कर्मचारी को या पुलिस को उन को हटाते नहीं देखा । क्या उन का यह कर्तव्य नहीं है कि कुत्तोंको और भीख मांगने वालों को ट्रेन के पास न आने दें, स्टेशन के बाहर निकाल दें ? तो यह भी ध्यान देने की जरूरत है ।

प्राइवेट सेक्टर में कारखाने बढ़ रहे हैं और पबलिक सेक्टर में भी बढ़ रहे हैं । तो तीसरी पंचवर्षीय योजना में हम उन के लिये चाहिये जो कच्चा माल दे सकेंगे और उन कारखानों में से जो पैदा होगा वह सब माल उठा सकेंगे इस का प्रबन्ध किया है, इस के बारे में सोचने की जरूरत है । खाली पबलिक सेक्टर के लिये आप प्रबन्ध करो और स्टील के कारखानों को पूरा कोयला पहुंचाओ और उन का बना हुआ स्टील उठा सको इतना ही काफी नहीं है । अभी पबलिक और प्राइवेट सेक्टर दोनों में जो उत्पादन होता है उस से हमारे देश की सम्पत्ति बढ़ती है, इसलिये दोनों के लिये रेलवे को पूरा प्रबन्ध करना चाहिये ।

आप कहते हो कि हम को पूरा पैसा नहीं मिलता, तो यह हमारा काम नहीं है, आप की ज्वाइंट रेसपांसिबिलिटी है । प्लानिंग कमिशन और कबिनेट कोई अलग अलग चीज नहीं हैं । इसलिये आप को उस के बारे में उन का पूरा सहयोग मिलना चाहिये, नहीं तो जो आज बाटिलनेक है, तीसरे पचवर्षीय योजना शुरू होने के बाद इस में और भी मुसीबत बढ़ जायगी ।

रतलाम और बड़ौदा के बीच में जो दिल्ली–बम्बई जनता एक्सप्रेस चलती है वह करीब करीब लोकल पैसिंजर सी हो जाती है । मैं समझती हूं कि आप ने जो एक ट्रेन कम की है वह बढ़ाई जाय और इस का स्टापेज कम किया जाय तो कम से कम दो घंटे का टाइम बचाया जा सकता है और ऐसा करना काफी जरूरी है ।

सौराष्ट्र की ट्रेनों के बारे में दुःख के साथ कहना पड़ता है कि वे बार बार रुक जाती हैं । उन के इंजिन खराब हो जाते हैं । मैं समझती हूं कि उन की एफीशेंसी बढ़ानी चाहिये और उन की स्पीड भी बढ़नी चाहिये । जब राजाओं का समय था तो ये ट्रेनें अच्छी चलती थीं और अब जब कि इंटीग्रेशन हुआ है तो ट्रेनों का व्यवहार और भी खराब हो गया है । यह अच्छा नहीं है ।

आप कहते हैं कि हमारे पास वैगन काफी हैं । पर हम बराबर देखते हैं कि छोटे मोटे स्टेशनों पर वैगन्स न मिल सकने के कारण अनाज और सामान पड़ा रहता है । बारिश के दिनों में भी सामान बाहर पड़ा रहता है । बड़े स्टेशनों पर तो छप्पर रहते हैं और ताले भी रहते हैं, पर छोटे स्टेशनों पर सामान पानी पड़ने से खराब हो जाता है । इसलिये जहां पर आवश्यक कोआरडिनेशन न हो या इस की व्यवस्था न हो वहां पर इस की ठीक व्यवस्था करने की जरूरत है ।

आप के रेलवे कर्मचारियों की संख्या तो बढ़ती जाती है । स्टेशनों पर पहले से स्टेशन मास्टर, टी० टी० ई० या कंडक्टर मैं ज्यादा देखती हूं पर थर्ड क्लास के पैसिंजर्स की देखभाल अभी भी सन्तोषजनक नहीं है यह मुझे कहना है । देखने में यह आया है कि रेलवे प्रशासन द्वारा फर्स्ट क्लास के यात्रियों के सुख सुविधा आदि के बारे में तो ठीक प्रकार से देखा जाता है और उनकी देखभाल होती है परन्तु थर्ड क्लास के यात्रियों और महिला यात्रियों की ओर रेलवे प्रशाशन ध्यान नहीं देती । अब अगर कोई सज्जन अथवा महिला की किसी रेलवे वाले से कोई जानपहचान होती है तो उसका खयाल रक्खा जाता है और उसको सुख सुविधा पहुचाने का इंतजाम कर दिया जाता है लेकिन यह पर्याप्त नहीं है क्यों कि यह तो किन्ही विशेष व्यक्तियों के लिये ही सीमित होता है और यह संतोषजनक नहीं कहा जा सकता । इसमें परिचित और अपरिचित का सवाल ही नहीं आना चाहिये और समान रूप से सारे थर्ड क्लास के यात्रियों और महिलाओं को पूरी सुख सुविधा देनी चाहिये और उनका ख्याल रखना चाहिये । आज इस ओर रेलवे प्रशासन के द्वारा जो उपेक्षावरती जा रही है, मैं आशा करती हूं कि मंत्री महोदय इस के बारे में सोच कर उचित कदम उठायेंगे ।

थर्ड क्लास के डिब्बों में यह तो ठीक है कि पंखे और बिजली आदि लगाई हुई है लेकिन मेरी शिकायत यह है कि पंखे और बत्ती ठीक से काम नहीं देते हैं । जिस तरह से फर्स्ट क्लास में स्टेशन में आने पर देखा जाता है कि नल, बत्ती और पंखे आदि ठीक से काम कर रहे हैं अथवा नहीं उसी प्रकार से थर्ड क्लास में भी स्टेशन आने पर इन चीजों की देखभाल कर ली जाया करे कि नल बत्ती और पंखे आदि ठीक से चलते हैं कि नहीं और जरूरत के अनुसार उनकी मरम्मत करवा दी जाय ।

एक बात और भी है । रेलवे के मजदूर आदि लोग यार्ड में जाकर पहले से रेलवे कम्पार्टमेंट्स में सीट रोक लेते हैं और यात्रियों से उन सीट्स पर बिठाने के वास्ते २, २, ४, ४ और ५, ५ रुपये ले लेते हैं । इस के बारे में भी देखने की जरूरत है । यार्ड में इस तरीके से पहले से लाइसेंसशुदा मजदूर लोग कैसे जगह रोक सकते हैं और ऐसा करके यात्रियों से जो रुपया लेते हैं वह बिल्कुल अनुचित है और इसके बारे में काफी तहकीकात करने की जरूरत है । स्टेशन पर गाड़ी आती है तो उसमें मजदूर अपना कपड़ा लगा देते हैं और चूंकि यात्रयों को लम्बा सफर करना होता है इस लिये उन्हे मजबूर होकर उन मजदूरों को पैसा देना होता है । इस लिये मेरी आप से बिनती है कि यह चीज नहीं होनी चाहिये । मजदूर लोग जो यार्ड में जाकर पहले से गाड़ी में जगह रोक लेते हैं और पैसा ऐंठते हैं यह अनुचित चीज बन्द होनी चाहिये ।

इस के अलावा अभी भी यह मजदूर अर्थात् कुली लोग पैसेंजर्स को बहुत तंग करते हैं । वैसे आप ने कहा हुआ है कि एक मन के हैडलोड के वास्ते कुली को २५ नये पैसे देना चाहिये लेकिन यह आम बात है कि उनको २५ नये पैसे से संतोष नहीं होता है और वह पैसेंजर पैसेंजर के हिसाब से जैसी उसकी मुसीबत और जरूरत हो वैसा देख कर १, १ रुपया तक

[श्रीमती मणिबेन पटेल]

भी मांगते हैं और अगर बहिन हो, अकेली सफर कर रही हो और रात का समय हो तो और भी तंग करते हैं । मैं चाहती हूं कि आप इस तरह की हिदायत दें ताकि आपके रेलवे के कर्मचारी जब स्टेशन पर गाड़ी आये तो यह देखें कि यह मजदूर लोग यात्रियों को तंग न करें और सामान के लिहाज से जितना उचित पैसा बनता हो उससे अधिक न मांगें और यात्रियों को परेशान न करें ।

एक बात और भी है । आप के इंजन यह जो स्टीम निकालते हैं वह रेलवे लाइन के पास पब्लिक संस्थाओं के नजदीक यह स्टीम न निकालें और सीटी न बजायें तो अच्छी बात होगी । इस ओर ध्यान दिया जाये कि क्या यह मुमकिन नहीं हो सकता कि पब्लिक संस्था पर स्टीम न निकाल कर और सीटी न बजाकर जो कि शायद जानबूझ कर आज किया जाता है, आधा फर्लांग आगे बढ़ कर क्या यह स्टीम नहीं निकाली जा सकती है और सीटी नहीं बजाई जा सकती है? मैं चाहती हूं कि इस ओर आप ध्यान दीजिये और अगर ऐसा करना संभव हो सके जैसा कि मैंने सुझाव दिया है तो बेहतर होगा ।

रेलवे कर्मचारियों में खाली ऊपर वालों को मौसम के कपड़े वर्दी मिले और आज जो छोटे छोटे मोटे कर्मचारियों को समय पर उनकी वर्दी नहीं मिलती है और साल चला जाता है और गरम कपड़ा उनको नहीं मिलता है और सूती कपड़ा नहीं मिलता है, ठीक चीज नहीं है। आखिर देखना चाहिये कि ऐसी गड़बड़ी क्यों होती है और कौन इसके लिये जिम्मेदार है। जब आपने इंतजाम किया है और आपका कानून है कि उनको वर्दी मिलनी चाहिये तो वह उनको टाइम से क्यों नहीं मिलती है । अपने देश में कपड़ा नहीं बनता है ऐसी बात तो है नहीं । आप यह भी नहीं कह सकते कि कपड़े की तंगी है और वह हमको मिलता नहीं है और इस कारण उनको वर्दी नहीं दी जा सकती । मैं चाहती हूं कि छोटे रेलवे के कर्मचारियों को और महिला कर्मचारियों को भी समय से जाड़े गर्मी की वर्दी मिलनी चाहिये और इसके हेतु उचित कदम उठाया जाय ।

यद्यपि आप कहते हैं कि आप ने बारबार इस की सूचना दी है कि महिलाओं के डिब्बे रेलगाड़ी के बीच में रहें, मेरा अनुभव अभी भी यह है कि ऐसा आमतौर पर होता नहीं है और महिलाओं के डिब्बे बराबर बीच में नहीं आते हैं । किसी ट्रेन में महिला का डिब्बा पीछे होता है तो किसी में आगे । मैं चाहती हूं कि मंत्री महोदय इस को देखें और इस के बारे में कई दिनों तक कुछ समय तक निरन्तर पूछताछ करते रहें और हिसाब मांगते रहें कि किस किस ट्रेन में अभी भी बीच में महिला का डिब्बा नहीं होता है तो ठीक होगा और फिर वे उन तमाम रेलगाड़ियों में महिलाओं के डिब्बे बीच में करवा सकते हैं ।

एक चिन्ता की बात यह है कि हम सुनते हैं कि आप अभी पाकिस्तान से थ्रू ट्रेन्स चलाने के लिये बातचीत कर रहे हैं और इसके बारे में आप कुछ निगोशिएशंस चला रहे हैं । अब हमें चिन्ता है और जनता को चिन्ता है कि इस में लाभ होना तो दूर इस से खाली हमारे लोगों को और विशेष कर प्रवासियों को जान और माल का ही जोखिम नहीं है परन्तु मुझे यह शंका है कि उन के द्वारा हमारे अच्छे वैगन्स, अच्छे इंजन और बोगीज रख ली जायेंगी और जब उन के बारे में झगड़ा होगा, और आप की उन से लिखा पढ़ी चलेगी तो वे हम को उन के जो रोटेन वैगन्स और रोटेन बोगीज होंगी, और रोटेन इंजन होंगे वह हमारे हवाले कर दिये जायेंगे । इसलिये इसके पहले कि आप यह थ्रू ट्रेन्स का समझौता अमल में लायें पूरी सावधानी इस के बारे में लेनी बड़ी आवश्यक है ताकि इस तरह की गड़बड़ तो न हो । यह खाली मेरी अपनी ही चिन्ता नहीं है बल्कि आम जनता की ऐसी शंका और चिन्ता है और इसलिये मैं

आप का इस ओर ध्यान आकृष्ट करना चाहती हूं ।

आखिरी बात मुझे यह कहनी है कि अभी पिछली मर्तबा जो सारे देश में हड़ताल हुई थी उस में जिन लोगों ने भाग लिया था यह तो सही है कि किसी बैर भाव और बदले की भावना से उन के साथ न पेश आया जाय लेकिन इतना मैं जरूर कहूंगी कि आप को अनुशासन कायम रखना चाहिये और इस नाते जिनका दोष हो उन को माकूल दंड मिलना ही चाहिये अन्यथा अनुशासन कायम नहीं रह सकेगा। खास कर जो रिंगलीडर्स हैं उन के बारे में प्रशासन को ढिलाई नहीं करनी चाहिये और उन को सजा मिलनी ही चाहिये । जिन्हों ने अनुशासन भंग किया है उन के खिलाफ जो आवश्यक कदम अर्थात् डिसिप्लनरी ऐक्शन लिया जाना चाहिये वे लेना ही चाहिये ताकि भविष्य में अनुशासन भंग करने की हिम्मत न पड़े । यह जो समय मुझे दिया गया उस के लिये धन्यवाद ।

श्रीमती कृष्णा महता : (जम्मू तथा काश्मीर) : अध्यक्ष महोदय, मैं माननीय रेलवे मंत्री तथा रेलवे बोर्ड को उन सफलताओं के लिये जो कि उन को रेलवे के प्रशासन में और रेलवे के काम में मिली हैं, बधाई देती हूं .....

अध्यक्ष महोदय : माननीय सदस्या कल को अपना भाषण जारी रक्खें ।

16.58 hrs.

HALF AN HOUR DISCUSSION *RE.* ADIVASIS

Mr. Speaker: The House will now take up Half an Hour discussion. Shri Prakash Vir Shastri.

श्री प्रकाशवीर शास्त्री (गुड़गांव) : अध्यक्ष महोदय, भारतीय संविधान का निर्माण करते समय जहां देश के ३४ करोड़ अन्य नागरिकों की सुविधा के सम्बन्ध में कुछ व्यवस्थायें की गई थीं वहां भारत के उन २ करोड़ व्यक्तियों के सम्बन्ध में भी जो आदिवासी क्षेत्रों में और विशेष कर जंगली और पहाड़ी क्षेत्रों में रहते हैं हमारे संविधान में धारा ३३८, ३३९ और ३४० के द्वारा राष्ट्रपति जी को यह अधिकार दिया गया था कि वह उन के सामाजिक शैक्षणिक और आर्थिक स्तर को ऊंचा उठाने के सम्बन्ध में कुछ विचार करें ।

भारतीय संविधान में राष्ट्रपति जी को यह अधिकार भी दिया गया था कि दस वर्षों के अन्दर किसी इस प्रकार की कमीशन की नियुक्तियां करें कि जिस कमीशन के द्वारा इन आदिवासियों की आर्थिक स्थिति के सम्बन्ध में विशेष रूप से जानकारी ली जा सके । भारतीय संविधान के लाग होने के कुछ समय के पश्चात् जून, सन १९५२ में अनुसूचित जातियों का एक सम्मेलन यहां दिल्ली के अन्दर हुआ था । इस सम्मेलन में महामान्य राष्ट्रपति जी और प्रधान मंत्री जी आदि सभी महत्वपूर्ण व्यक्ति सम्मिलित हुए । प्रधान मंत्री जी ने इस सम्मेलन में अपना वक्तव्य देते हुए जहां और बहुत सी बातें कहीं विशेष रूप से एक बात उन्हों ने यह कही थी :—

"वास्तव में, मुझे इस में सन्देह नहीं कि यदि साधारण तरीकों पर चला गया तो बाहरी अवाछनीय व्यक्ति आदिवासी क्षेत्रों पर अपना अधिकार कर लेंगे । वे जंगलों को अपने अधिकार में ले लेंगे और आदिवासियों के जीवन में हस्तक्षेप करना प्रारम्भ कर देंगे । हमें उन के क्षेत्रों में इतनी सुरक्षा की व्यवस्था तो अवश्य ही करनी चाहिये कि कोई भी बाहरी व्यक्ति उन की भूमि अथवा जंगलों पर अपना अधिकार न कर सके और बिना उन की मरजी और सद्भावना के उन के जीवन अथवा मामलों में किसी भी प्रकार का हस्तक्षेप न कर सके ।"

जहां प्रधान मंत्री जी ने इस सम्मेलन में अपनी यह सम्पत्ति दी थी वहीं राष्ट्रपति जी

[श्री प्रकाशवीर शास्त्री]

ने अपना वक्तव्य देते हुए इन आदिवासियों के सम्बन्ध में यह कहा था :—

"संसार के विभिन्न देशों के ईसाई मिशनिरियों ने उन में काफी काम किया है और बड़े त्याग से उन में शिक्षा का प्रसार किया है और उन की रहन सहन की हालतों में भी सुधार करने में साधारणतया सहायता की है। वे लोग अच्छी संख्या में उन्हें ईसाई बनाने में कामयाब हुए हैं।"

"मेरा व्यक्तिगत विचार यह है कि किसी विशिष्ट वर्ग धर्म अथवा अन्य समूह में उन्हें मिला देने के किसी भी विचार से प्रभावित न हो कर उन की सेवा की जाये।"

मैं यह बात इस दृष्टि से निवेदन कर रहा हूं कि आदिवासियों को जो विधा आर्थिक तदृष्टि से केन्द्र की ओर से दी जाती है चाहे देखने में यह आया है कि वह उन्हें पूरी नहीं मिल पाती। अभी पीछे राष्ट्रपति जी की ओर से जो आयोग नियुक्त किया गया था श्री ढ़ेबर भाई की अध्यक्षता में यह आयोग अपना दौरा करने के लिये रांची के क्षेत्र में जब गया तो वहां के १२ हजार आदिवासियों ने हस्ताक्षर कर के श्री ढ़ेबर भाई को एक स्मरण पत्र दिया। पिछड़ी जाति सेवा संघ के मंत्री श्री ओम प्रकाश त्यागी और दया नन्द साल्वेशन मिशन के मंत्री श्री हरिश्चन्द्र विद्यार्थी ने मेरे पास यह समाचार वहां से भेजा कि श्री ढ़ेबर भाई से जब उन व्यक्तियों ने यह कहा कि आप आर्थिक दृष्टि से और सामाजिक दृष्टि से हम को उन्नत करना चाहते हैं परन्तु साथ ही यह तो देखिये कि हमारे सामाजिक जीवन में दूसरे व्यक्ति भी प्रवेश कर रहे या नहीं। श्री ढ़ेबर ने इस का उत्तर यह दिया कि हमें जो काम सौंपा गया है उस में यह काम नहीं आता कि हम इस दृष्टि से भी आप के सम्बन्ध में विचार करें कि सामाजिक दृष्टि से आप में किस प्रकार के परिवर्तन किये जा रहे हैं।

17.00 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

प्रधान मंत्री जी ने उसी सम्मेलन में चिंता करते हुये यह बात भी कही थी कि ईसाई-धर्म-प्रचारकों ने इन क्षेत्रों में बहुत अच्छा काम किया है और मैं भी उन का प्रशंसक हूं, परन्तु राजनैतिक दृष्टि से वे भारत में होने वाले परिवर्तनों के पक्ष में नहीं हैं। सच पूछिये तो जिस समय भारत वर्ष में नई राजनैतिक जाग्रिति का उदय हुआ, उस समय उत्तर-पूर्वी भारत में एक आंदोलन के द्वारा उत्तर-पूर्व भारत के निवासियों को अलग और स्वतंत्र राज्यों की स्थापना करने के लिये प्रोत्साहन दिया गया। इस में कोई संदेह नहीं कि इन आदिवासी क्षेत्रों में ईसाई प्रचारकों ने बाहर से आकर शिक्षा, चिकित्सा और सामाजिक दृष्टि से उनको ऊंचा उठाने का पर्याप्त प्रयत्न किया, लेकिन उसके साथ ही साथ आज वहां पर स्थिति यह है कि केन्द्र से उन के लिये जो सुविधायें दी जाती हैं, उनका अधिकांश लाभ दूसरे रूप में उठाया जा रहा है। मेरे पास उसके कुछ आंकड़े हैं कि आदिवासी क्षेत्रों में विद्यार्थियों को छात्र-वृत्तियों के रूप में १९५१–५२ में २,८२ हजार, १९५५–५६ में १३,०५ हजार, १९५६–५७ में १५,७८ हजार, १९५७–५८ में १८,९७ हजार और १९५८–५९ में २०,७६ हजार रुपये दिये गये। किन्तु प्रश्न तो यह है कि ये छात्रवृत्तियां वहां के मूल आदि वासियों को कहां तक पहुंचती हैं। इस सम्बन्ध में मैं एक ही उदाहरण प्रस्तुत करता हूं।

१९५६–५७ के आंकड़ों से आप अनुमान लगा सकेंगे कि किस प्रकार इन छात्र-वृत्तियों का उपयोग हो रहा है। छोटा नागपुर के ला कालेज में १४ छात्रवृत्तियों में से १३ छात्रवृत्तियां ईसाई छात्रों ने ले लीं। इंडस्ट्रियल ट्रेनिंग केन्द्र, टेक्निकल स्कूल में दोनों की दोनों छात्रवृत्तियां ईसाई छात्रों को मिल गई। एग्रीकल्चर कालेज

में दो से एक छात्रवृत्ति ईसाई को मिली। रांची स्कूल आफ इंजीनियरिंग में १२ में से ११ छात्रवृत्तियां ईसाइयों को मिलीं। रांची विमेंज कालेज में ४४६ छात्रवृत्तियों में से ४३८ छात्रवृत्तियां ईसाइयों को मिली। इसी तरीके से और भी बहुत से आंकड़े हैं। मेरा निवेदन यह है कि जब सरकार आदिवासियों को उठाना चाहती है और इस सम्बन्ध में इतनी सद्भावना के साथ कार्य कर रही है, तो उसको यह देखना चाहिये कि यहां से जो आर्थिक सहायता वहां पहुंच रही है, वह मूल आदिवासियों तक जा रही है, अथवा नहीं, अथवा बीच में ही चतुर चालाक आदमी उसका उपयोग मूल आदिवासियों के लिये न कर के अपनी उन्नति के लिये कर लेते हैं।

मैं यह भी कहना चाहता हूं कि वहां पर शिक्षा का अधिकांश कार्य ईसाई पादरियों द्वारा किया जा रहा है। प्रत्यक्षतः देखने में स्थिति इस प्रकार की नहीं है कि वे कहते होंगे कि हमारी संस्था में अमुक वर्ग के ऊपर प्रतिबन्ध है, या अमुक वर्ग को आने की छूट दी हुई है, किन्तु वहां जो व्यवहार किया जाता है, उसका परिणाम यह है कि जो छात्र प्राइमरी स्कूलों में प्रविष्ट होते हैं, धीरे धीरे उनकी मनोवृत्ति ईसाइयत की ओर ले जाई जाती है और पांचवी क्लास के बाद जब वे दूसरे स्तर पर आते हैं, तो उन्हीं विद्यार्थियों को सुविधायें दी जाती हैं, जो या तो ईसाई हो चुके हैं, या ईसाई होने के लिये तैयार हैं। इस के अतिरिक्त छात्रवृत्तियों के लिये जो आवेदन पत्र आते हैं, वे भी उन्हीं शिक्षा संस्थाओं के द्वारा आते हैं। इसका परिणाम यह है कि मूल आदिवासियों तक, जिनके लिये राष्ट्रपति जी और प्रधान मंत्री जी इतने चिन्तित हैं, यह आर्थिक सहायता नहीं पहुंच पाती है। सरकार इस बात का पता लगाये कि कालेज स्तर पर जो छात्रवृत्तियां आदिवासियों को दी जा रहीं हैं, उनमें से कितनी मूल आदिवासियों को मिल रही हैं और कितनी धर्म-परिवर्तित आदिवासी ईसाइयों को मिल रही हैं। इसी तरह से इस बात का भी पता लगाया जाये कि विदेशों में शिक्षण के लिये जो छात्रवृत्तियों दी जा रही है, उन में क्रिस्चियन छात्रों को कितनी मिली हैं।

इस सम्बन्ध में मैं यह सुझाव देना चाहता हूं कि वैसे मैं साधारणतया शिक्षा के राष्ट्रीय करण के पक्ष में कभी नहीं, लेकिन आदिवासी क्षेत्रों में स्थिति को देखते हुये वहां प्राइमरी स्कूल तक की शिक्षा का राष्ट्रीय करण कर दिया जाये। इसका सबसे बड़ा लाभ यह होगा कि जो आदिवासी अपने बच्चों को ईसाई हो जाने के भय से ईसाइयों के स्कूलों में नहीं भेजते हैं, वे भी अपने बच्चों को स्कूलों में भेज सकेंगे और उनके मस्तिष्क का यह भय दूर हो जायेगा।

सरकार की ओर से यह भी निश्चय किया गया है कि आदिवासियों को अधिक से अधिक नौकरियां दी जायें, लेकिन उसको यह ज्ञात होना चाहिये कि इस सम्बन्ध में विज्ञापन ऐसे पत्रों में प्रकाशित होते हैं, जो छोटे छोटे गांवों और देहातों तक नहीं जाते हैं। इसका परिणाम क्या है? जैसा कि प्रधान मंत्री जी ने नागालैंड की चर्चा के समय कहा था, उन क्षेत्रों में जो ईसाई हो चुके हैं, वहां की लीडरशिप उन के हाथ में हैं और उन्होंने वहां अपने सर्विस ग्रुपों वगैरह बनाये हुय हैं। पहले से ही उन बच्चों की लिस्ट उनके पास रहती है, जो कि क्रिस्चियन हो चुके हैं। वे उनके ही आवेदन पत्र भिजवा देते हैं और मूल आदिवासी इन नौकरियों से भी वंचित रह जाते हैं। सरकार को इस सम्बन्ध में भी कोई उपाय सोचना चाहिय। या तो गांव की पंचायतों के पंचों के द्वारा यह काम किया जाय, या सरकार की जो इतनी विस्तृत मशीनरी है, वह ऐसी योजना बनाये कि उन क्षत्रों में मूल आदिवासी नौकरियों से पूरा लाभ प्राप्त कर सकें। सम्भव है कि मेरे इस कथन में सन्देह किया जाय। इसका निराकरण करने के लिये मैं अपनी पुष्टि में यह कहना चाहता हूं कि स्वतंत्रता के पश्चात् आदिवासियों को जो नौकरियां

[श्री प्रकाशवीर शास्त्री]

मिली हैं, उनमें यह टटोल कर देखा जाय कि उनमें से मूल आदिवासी कितने हैं, जो नौकरियों में जा सके हैं और कितने इस प्रकार के हैं, जो धर्म-परिवर्तित व्यक्ति हैं ।

सरकार की सुविधा और आदिवासी क्षेत्रों के हित की भावना से मैं यह भी कहना चाहता हूं कि वास्तविकता यह है कि आदिवासियों के नाम पर नकली आदिवासी पूरीसहायता को हड़प लेते हैं । होना यह चाहिये कि सरकारी मशीनरी को इस प्रकार का आदेश दिया जाये कि आर्थिक , सामाजिक और शिक्षा की दृष्टि से जो लोग इतने उन्नत हो चुके हैं कि उन को इन सुविधाओं की आवश्यकता नहीं है, उन को धीरे धीरे उस स्तर से निकालत रहना चाहिये और बाकी को सुविधा दी जाये । ट्राइबल वैलफेयर सेंट्रल एडवाइजरी बोर्ड ने भी इस सम्बन्ध में सिफारिश करते हुये यह कहा था कि अगर सरकार की ओर से दी जाने वाली सहायता उन लोगों को भी मिलती रहे, जो आर्थिक, शैक्षणिक और सामाजिक दृष्टि से उन्नत हो चुके हैं, जो आगे बढ़े हुये हैं और चतुर चालाक भी हैं, तो सारी सहायता उन्ही में सिमट कर रह जायेगी और बहुत पिछड़े हुये लोगों तक नहीं पहुंच पायेगी । इसका यह भी नुकसान होगा कि वे लोग इस सहायता को अपना अधिकार मान बैठेंगे और जिस दिन वह बन्द की जायेगी, वे इस के लिये संघर्ष और अन्दोलन करेंगे । अगर इस बात का पता लगा लिया जाये कि खास तौर से बड़े शहरों के आस पास जो आदिवासी हैं, वे इतने उन्नत हो चुके हैं कि उनको सहायता की आवश्यकता नहीं है, तो इस से लाभ यह होगा कि उन से जो सहायता बच जायेगी, वह उन क्षेत्रों को दी जा सकेगी, जो बिल्कुल इन्टीरियर से हैं और जिन को इन दस वर्षों में सरकारी सहायता नहीं पहुंच पाई है ।

जहां तक विकास-खंडों का सम्बन्ध है, वहां अब तक स्थिति यह है कि पहले से उन्नत क्षेत्रों में नये नये विकास-खंड खुलते जा रहे हैं, जिस का परिणाम यह है कि विकास-अधिकारियों को अधिक परिश्रम नहीं करना पड़ता और वे सरकार को दिखा देते हैं कि हम ने यहां विकास-खंड स्थापित करके इतना बड़ा काम कर दिया है । होना यह चाहिये कि जो बहुत पिछड़े हुये क्षेत्र हैं, पहले से उन्नत नहीं हैं, विकास-खंड उन में स्थापित किये जाये, ताकि वे वहां पर उपयोगी सिद्ध हो सकें ।

आदि वासियों की परिभाषा के सम्बन्ध में भी मैं यह निवेदन करना चाहता हूं कि उस में थोड़ा सा परिवर्तन किया जाये और कुछ किया जाये, या न किया जाये, इतना तो अवश्य किया जाये कि जो आदिवासी स्वयं पढ़े हुये हैं, जिनकी अगली पीढ़ी भी पूरी तरह शिक्षित है, तो शिक्षा की दृष्टि से उस को आदिवासियों से अलग किया जा सकता है । या जिस आदिवासी की आय दो, ढाई या तीन हजार रुपये वार्षिक है, तो उसको कम से कम आर्थिक दृष्टि से प्रथक किया जा सकता है । जिनकी आय भी अधिक है, जो शिक्षा की दृष्टि से भी आगे हैं, फिर भी अगर वे आदिवासियों के नाम पर दी जाने वाली सुविधाओं को लें, तो यह उन सुविधाओं का दुरुपयोग होगा ।

श्री ढेबर भाई के कमीशन को बारह हजार हस्ताक्षर उस क्षेत्र के निवासियों ने दिये थे । विशेष कर उस क्षेत्र की दस प्रमुख जातियों के प्रमुखों ने हस्ताक्षर कर के दिये थे मेरे पास उस क्षेत्र के दस हजार हस्ताक्षर और और आये हैं । मैंने राष्टपति जी को लिखा है कि मैं आपकी सेवा में उपस्थिति हो कर इन दस हजार व्यक्तियों के हस्ताक्षर देना चाहता हूं, ताकि आप को पता लग सके कि आप की ओर से जो सहायता उन लोगों को दी जाती है, वह पूरी उन तक पहुंच रही है या नहीं । राष्ट्रपति जी ने कहा है कि ६ मार्च

को वे हस्ताक्षर मैं दूं। इस सदन में मैं यह बात इस लिये कह रहा हूं कि जिन लोगों के लिये यह सहायता नियत की गई है, वह उन को पूरी नहीं मिल रही है, जिस के परिणाम-स्वरूप विपरीत प्रतिक्रिया प्रारम्भ हो गई है। इस लिये अच्छा यह होगा कि वातावरण को बिगड़ने से बचाने के लिये सरकार बुद्धि-मत्ता से काम ले और इस बात की व्यवस्था करे कि वह सहायता जिन को दी जानी चाहिये और जो उसके वास्तविक अधिकारी हैं उन्ही तक वह सहायता पहुंच सके, यह मेरा नम्र निवेदन है।

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): I am very glad that considerable interest appears to be taken about a section of the Adibasi community that has been neglected by everybody and not only by Government.

My hon. friend from Gurgaon has been taking a lot about Jharkhand, Chota Nagpur and so on. I really do not know how much he knows about it. It happens to be my constituency, and I would like to tell him that I am a member of the Dhebar Commission. It is my own district and I would advise him not to put too much emphasis on the number of signatories one can collect. For every one he can collect I might be able to collect a thousand. That is no argument at all. Every time there has been a Minority Sub-Committee—it was in the Constituent Assembly days when I was also a member with Thakkar Bapa—the same thing happened. *Ad hoc* bodies spring up here and there with a particular slant.

There is no doubt whatever, and it is something I have been trying to stress all the time in this House and elsewhere—about what he calls *mool* Adibasi. Then he discovered a *nakli* Adibasi. About twenty years ago there were *Sanatan* Adibasis and some other Adibasis. If you go to Santhal Parganas, there our friends have discovered another expression, *Sapha* or clean Santhal and unclean Santhal. All these expressions mean nothing. We have thrashed this out during the days of the Constituent Assembly—the attempt to make a bifurcation on religious basis. My friends have already lost the battle and they will continue to lose it. Now they had better think of our present pattern, a determined pattern where the economic conditions shall not be prejudiced by any religious considerations.

Now, here is a case—and he is quite quight—where because of my own friends, and their ancestors, their neglect of them, their tyranny of them—by the zamindars and so forth—a certain element came into that area, looked after these people, gave them a little bit of education, not very much. But anyhow there was somebody to look after these people. People were tyrannized, and to this day they are being tyrannized. Well, I have always been against proselytisation. It is something I can take credit to myself, I have stopped it. Because, I do not believe in any religious body, does not matter what it is, whether it is of this country or of some other country, taking unfair advantage of a man who is hungry, who changes his religious loyalty for the sake of a little bit of help he may get here and there.

But the point is this. The Government, not only in Bihar but everywhere else, has failed to reach these people who have not been reached by the missionaries. That is a fact. They have been completely neglected.

Now, my hon. friend, the hon. Member from Gurgaon, has been talking of these scholarships going to the wrong places. The scholarships cannot reach, because they have never taken to education—that is the trouble—not because others who had an earlier start are able to take advantage of it. The fact is that people did not even get a start.

[Shri Jaipal Singh]

I am very sorry that the name of Dr. Rajendra Prasad should have been brought into this picture But since it has been brought in, I think in fairness to him I should present the correct picture about his endeavours in this particular regard. He started the Adimjati Sewak Sangh. The whole idea was that there was this one section that had been so neglected that should be served. But who are the people serving them? Mr. Narayanji, getting lakhs and lakhs of rupees. This very Mr. Narayanji was the man who collected ten thousand and twelve thousand signatories. Who is he? Have the accounts ever been audited? (*Interruption*). A welfare worker who, because he is a welfare worker, becomes a very rich proprietor in my home district—these are the types of people who are doing disservice to the real cause.

But I am very glad about my hon. friend that he should have drawn the attention of this House and, through what he has said here, of the outside world in India also that we must not merely think of what we are doing in these urban areas. In the urban areas everywhere, does not matter which community it is, it is the urban people who can take advantage of things. What is happening in the rural areas? Why do you talk of these poor Adibasis? Do you know their language? Do you sit and eat and drink with them? You know nothing about them. It is your venom against something from outside. Not that you have done anything for them. Have you cut a blade of grass to feed them? What is the good of talking like this, Nagaland, Jharkhand this and that. Please come along and serve them; you are welcome.

The Deputy Minister of Home Affairs (Shrimati Alva): Mr. Chairman, Shri Prakash Vir Shastri has spoken with deep feeling about the condition of the Adivasis and pinpointed mainly Chotanagpur. Shri Jaipal Singh has more or less answered his points. Today, I want to pinpoint this. What he wanted to say is that the Christian missionaries are in complicity with government officials and certain things go wrong and certain scholarships are carried away by those more fortunate who, naturally are Christians in this particular area.

What today we must understand is that there are different categories of Adivasis and as Shri Jaipal Singh has pointed out, there are more progressives sections and weaker sections within the Adivasis. There was a time in the pre-Indepenence era when we talked of conversion *en masse*. That era is over. Mass conversion is completely out of date. Nobody talks of conversion in that sense. What happens to those who are Christians already? Shri Prakash Vir Shastri said that event others come under the influence of the Christian missionaries and they get converted or they are prepared from the primary school stage to the higher stages for conversion. I do not think that should be true. Though I am a Christian, I do not subscribe to the view that conversion should be done in that manner. I would call it not conversion, but perversion. Because, in free India, each individual should be left to himself to decide what he wants to be and he should do so only when he has reached an age of reasoning and thinking correctly for himself.

He mentioned that certain facts were given to Dhebarbhai. But this discussion arises out of an unstarred question that I answered in the month of December in which the hon. Member had asked, whether we had received any memorandum. We have received a memorandum. But, that has been refuted by the other hon. Member. Signatures do not count, and especially when the signatures are not even written but printed, we cannot substantiate that. Therefore, I would call this charge that has been made on the floor of the House rather fantastic. More than that, I could not

say. It is more than far-fetched. We must know that within the Adivasis, there is the lower income group, there is the higher income group, there are weaker sections and there are those who have been educated. Those who have been educated are naturally Christians in some of these thick-thickly populated areas from which Adivasis come. It is true that when scholarships are announced, those who have been educated up to a certain level will come forward and take them. Today, we are thinking of the economic conditions of the Adivasis in general terms. I want to bring to the notice of the hon. Member that for even 5 per cent of the posts that we have reserved for the Adivasis, people are not forthcoming I do not know how you can say that this sort of discriminatory attitude is seen anywhere because, for even 5 per cent we have not got people.

Another charge that Shri Prakash Vir Shastri made is that there may be a collusion between the missionaries and government officers. The government officers are by and large non-Christians. We have so many methods by which we get progress reports from all the areas where the Adivasis live, following their avocation, education of children and education of grown up students. We have got a Commissioner for Scheduled Castes and Scheduled Tribes. The report comes before you. All the details are placed before the House. I do not think that the missionaries are taking undue advantage. I would like the hon. Member to give me individual instances where the missionaries have over-stepped their bounds. I can assure the hon. Member that we shall look into them very carefully and if need be, tage action. I need not re-emphasise that the days of conversion as we had understood in the pre-Independence days are over. Shri Jaipal Singh has also emphasised that particular point.

It is also true that the Advasis lost themselves in the mountain region because they were gradually driven out of the urban or civilised areas, where educated men or men of status do not reach them to give them any assistance.

I shall briefly refer to the funds for the welfare of the Scheduled Tribes. Certain specified funds are provided for the welfare of the Scheduled Tribes, which are intended for certain specific and approved schemes and the progress reports which are received periodically from the field enable not only us but the State Governments and the Union Territories also to ensure that the funds are spend properly on approved and specified schemes. If Shri Prakash Vir Shastri can specifically point out that something is going wrong in any region, we can enquire into it. He has pointed that in the Nagpur region the Christians missionaries have taken over certain institutions or hostels—I may not have understood him correctly—but if he really gives specific instance, we shall look into them and see why they have taken over, whether they have been handed over to them for running them well, or whether they have snatched them away in a wrong way; and if it is in a wrong way, we shall certainly take action.

It was asked whether the Government had receieved complaints. Government receive complaints from time to time. I have said that we did receive a complaint, but it was of such a nature that we could not even begin the examination, because, when a complaint comes in a printed form sometimes, without even one signature, we do not know how to substantiate it. Nevertheless, we examined it thoroughly in the Ministry. We have got different advisory boards, different committees, we have the Commissioner for Scheduled Castes and Scheduled Tribes, we have got very many agencies through which we examine every one of the complaints that comes before us.

[Shrimati Alva]

I may also point out to Shri Prakash Vir Shastri that where one talks of Adivasis, one has to bear in mind that religion is not a factor to be taken into consideration. I want to reiterate this, that in the case of a Scheduled Casts person being converted, he loses his caste, but in the case of the Adivasi, he remains an Adivasi, whether he is a Budhist, or whether he becomes a Christian or a Muslim he remains an Adivasi. Therefore, religion does not matter in the case of Adivasis. It is only discrimination that may be exercised by individuals. He alleged that the educated ones are able to take away the scholarships and other advantages and privileges from the weaker sections of the Adivasis. That surely we must look into, and that is being done from time to time.

There is nothing more to say except that the suggestion that Shri Prakash Vir Shastri has made in this half-hour discussion cannot be accepted As I said, it is very fantastic. Only if he comes down to brass tacks and gives us absolutely case by case where this sort of discrimination has led to injustice, can we substantiate and go into it and give him an answer.

That is all I have to say.

COMMITTEE ON PRIVATE MEMBER'S BILLS AND RESOLUTIONS

PRESENTATION OF SEVENTY-SEVENTH REPORT

Shri Jhulan Sinha (Siwan): I beg to present the Seventy-seventh Report of the Committee on Private Members' Bills and Resolutions.

17.24 hrs.

The Lok Sabha then adjorned till Eleven of the Clock on Thursday, March 2, 1961/Phalguna 11, 1882 (Saka)

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PAPERS LAID ON THE TABLE . . . 2403-04

(1) A copy of Notification No. 3010 dated the 17th December, 1960, under Section 10 of the National Highways Act, 1956.

(2) A copy of the Inorganic Fertilizer (Movement Control) Order, 1960 published in Notification No. G.S.R. 1561 dated the 31st December, 1960, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955.

MESSAGE FROM RAJYA SABHA 2404

Secretary reported a message from Rajya Sabha that at its sitting held on the 27th February, 1961, Rajya Sabha had passed the Delhi Shops and Establishments (Amendment) Bill, 1961 . .

COLUMNS

BILL PASSED BY RAJYA SABHA LAID ON THE TABLE 2404

Secretary laid on the Table the Delhi Shops and Establishments (Amendment) Bill, 1961, as passed by Rajya Sabha.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE . 2404—10

Shri Chintamoni Panigrahi called the attention of the Minister of Education to certain professors of Banaras Hindu University not having been re-instated in spite of the judgement of the Supreme Court. The Minister of Education (Dr. K. L. Shrimali) made a statement in regard thereto and also laid on the Table a detailed statement.

RESIGNATION OF MEMBER 2410-11

The Speaker informed Lok Sabha that Shri Satyendra Narayan Sinha had resigned his seat in Lok Sabha with effect from the 28th February raury, 1961.

STATEMENT BY MINISTER 2411

The Minister of Transport and Communications (Dr. P. Subbarayan) made a statement correcting the replies given on the 14th December, 1960 to Supplementaries by Shri Sampath on Starred Question No. 908 regarding posting of newspapers abroad .

COLUMNS

BILL PASSED 2411-12

The Deputy Minister of Finance (Shri B. R. Bhagat) moved for consideration of the Appropriation Bill, 1961. The motion was adopted. After clause-by-clause consideration, the Bill was passed.

RAILWAY BUDGET—GENERAL DISCUSSION 2412—2531

Further general discussion on the Railway Budget (1961-62) continued. The discussion was not concluded.

HALF-AN-HOUR DISCUSSION :t . . . . . 2531—46

Shri Prakash Vir Shastri raised a half-an-hour discussion on points arising out of the answer given on the 7th December, 1960, to Unstarred Question No. 1458 regarding Adivasis. The Deputy Minister of Home Affairs (Shrimati Alva) replied to the debate.

REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILL AND RESOLUTIONS PRESENTED . . . 2546

Seventy-seventh Report was presented.

AGENDA FOR THURSDAY, MARCH 2, 1961/PHALGUNA 11, 1882 (*SAKA*)

Further general discussion on Railway Budget (1961-62).

GMGIPND—LSII—2030(Ai)LS—13-3-61—900